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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of seamen, its aim being to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

It is also designed to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., are given in its pages, with correspondence and articles from our foreign chaplains, and from chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical.

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THE ABOLITION OF ADVANCE WAGES TO SEAMEN—WHY
URGED AND WHY OPPOSED—WHAT FOLLOWS
IF IT BE SECURED ?

In the SAILORS' MAGAZINE for March we gave a page to the statement that a petition has been circulated in Philadelphia, and is now in circulation in this city, praying Congress to abolish, by United States Law, the custom, of long standing in our merchant marine, of paying wages in advance to sailors who ship in United States ports. The partial list of names which we then printed, from the signers of the petition in the two cities, including very many perhaps the most of the best known shipping merchants in the two ports, besides the names of others well and favorably known throughout the country and the world, makes it evident that the movement, in itself considered, has the approbation and sympathy of those best qualified to give a judgment upon the merits of the important question involved. We also noted the fact that similar petitions have been and will be circulated throughout the country, with the view to secure a law modeled upon the English enactment of the same character, passed last year by Parliament, which goes into effect throughout the British kingdom and colonies, on the first day of August next.

We return to this subject, in the thought that its fair and somewhat ample exposition may serve to promote the wide and great reforms among seamen which are yet called for at the hands of the community. Laboring, as this periodical, and the Society of which it is the

mouthpiece, have done, for more than a half century, in the good cause of the sailor's advancement, we cannot withhold help from this wise attempt after a measure of thorough beneficence. Indeed, in our judgment, the end proposed to be secured is fundamental among the means for the physical, moral and religious uplift of seamen. And as the pages of our past volumes attest, we have not heretofore been backward in its advocacy.

In the hope that a reproduction of fact and argument may aid in securing the enactment of the proposed statute, we proceed to the question:—

What is the System of Advance Wages to Seamen?—

And answer, that for scores of years it has been customary when equipping vessels sailing from ports in the United States, with the sailors who are to make up their crews, to pay to them at the outset, when they have signed the shipping articles by which they contract for the voyage, and before that voyage commences, from one half month's to three month's wages in advance, according as the voyages upon which they enter are longer or shorter. Thus, and at the present writing (April, 1881,) in the port of New York, the first in the country in amount of shipping traffic, an able bodied seaman going on a voyage receives, before his departure, "advance," as follows:—according to a scale which has been fixed for him by an organization to which we may have more or less occasion to refer,—*The Seamen's Boarding-House Keepers' Benevolent Association*, an incorporated Society of sailor landlords, banded together for more purposes than one. This Association has established and posted the following *Scale of Wages, &c.*:—

For a voyage around the Cape of Good Hope or Cape Horn, \$15 per month wages, and \$40 advance;

For a voyage to ports north of Gibraltar and adjacent islands, \$20 wages per month, and \$25 advance;

For a voyage to Mediterranean ports and those on west coast of Africa, \$16 per month wages, and \$25 advance;

For a voyage to South America; ports south of Equator, \$16 per month wages, and \$25 advance;

For a voyage to Spanish Main, West India Islands, Gulf of Mexico, \$18 per month wages, and \$25 advance;—

An average passage to the Cape of Good Hope or Cape Horn being 3½ months; to ports north of Gibraltar, etc., 30 days; to ports on the Mediterranean and West Coast of Africa, 30 days; to South America, etc., 40 days; Spanish Main, West Indies, etc., 20 days.

The funds from which these payments are made, come of course

from the owners of the vessel which is to be supplied with a crew, or from their agents, who furnish the money to the U. S. Shipping Commissioner, before and by whom, under the U. S. Law of June, 1872, such shipments of seamen are made upon most of the vessels sailing from United States ports. A due-bill for the amount to be received by him in advance, made payable to his order, three days after the vessel has left port with him on board, and signed by the Commissioner or his deputy, is handed to each seaman, when he has put his name to the ship's articles. In the vast majority of cases this due-bill is at once taken by the sailor to the landlord with whom he is boarding,—of whom in New York City there may be a hundred and twenty-five,—no one of whom would be permitted to carry on his business if he were not a member of the before named “Benevolent” Association.*

The boarding-house keeper or landlord cashes this due-bill when the sailor has endorsed it, settling with the sailor according to his best opportunity, and according to his own best judgment,—holds it and himself receives the money on it, when the vessel has gone,—and at the end of the three days before stated. In point of fact the sailor's opportunity to go to sea has been secured through arrangements made by his landlord while he was in the latter's house and debt; and for that service, in the port of New York, to-day, the sailor is mulcted to the amount of from \$3 to \$8, that amount in addition to other charges being taken out in cashing the advance due-bill. This, which is a piece of simple extortion, forms what is technically known as *Blood Money*, a designation more appropriate and forcible than it is elegant,—as is well known by all who are conversant with facts in the case. Its especially odious character arises from the two facts,—that the owner of the vessel has already paid for the same service, and that the sailor is obliged to pay for it again, whether he will or no.

As to

The Origin of Advance Payments,

It may be said that in the port of New York, at least,—and probably the same would hold true of other U. S. ports,—the practice came into general use, about sixty years ago. And so far as can be learned from inquiry among those longest cognizant of the matter, it grew up, in part, at least, from a prevalent desire to enable the sailor to go to sea with a comfortable equipment. Before that time, the ordinary

* Similar organizations exist in other U. S. seaports. They are local in their membership, but are affiliated in practical working.

method of shipping seamen was for each captain who needed a crew, to hoist his pennant at the main,—his vessel lying at the wharf,—as a signal that “men were wanted”—when the sailors went aboard, made their own arrangements with him, “shipped” themselves, and signed the articles lying on the capstan. A minute was made by the captain of the place where each man boarded; and when the crew was wanted, the owner’s clerk went from his counting-room, informed them of the fact, and saw them on board ship. Under such an order of things, every shipmaster saw and chose his men, and the men saw their ship and master, before entering into agreement to sail. This, to some extent, prevented subsequent dissatisfaction and trouble between the two contracting parties.

Practical Working of the Advance System.

We need not attempt, at this time, to make a full exhibition of this important feature of the subject in hand. But among the first fruits of the system was the rise of new methods for shipping sailors. A class of “shipping masters,” so called, came into the general business, whose function it was to look up crews, to pay out advance wages, not seldom from their own funds, being reimbursed by the owners after the vessel went to sea,—and take care that the men were on board ship when wanted,—being paid by the vessel owner for all such service.

This eventually became a large portion of the general business, there having been at one time not less than thirty such shipping masters in the city of New York alone. The moral character of most of them was bad,—although to this there were some notable exceptions. And the issue of their work upon the sailor was greatly to his detriment.

One of the grossest outrages which sprang up during the existence of this class of men, was the practice of “shanghaeing,” which prevailed for years in this community, and elsewhere. Webster does not define this word, but we can supply its meaning. It was the virtual, often the forcible impressment of seamen, if they could be had, or of any and all men, if seamen were not available,—to make up crews for merchant ships,—through fair or foul means, by these shipping masters and sailor landlords, acting in concert. Under this system some of the vilest enormities ever practiced in the streets of New York or in any community on the face of the earth, civilized or barbarian, were perpetrated. But we need not dwell upon them, for they have virtually been put out of existence by the U. S. Law of 1872, which requires all shipments of sailors to be made before a duly appointed Commissioner, when the person to be shipped is in his right mind, and can speak for himself.

Yet another serious injury to the sailor which came in with the advance system, grew up from the fact that when he put his due-bill therefor into the hands of the shipping master or of his landlord, to be cashed,—the two together, or the latter alone, in more recent years, did and do make up an account against him which in practice he has no means of contesting, and against any overcharge or rapacity in which he has no recourse. The facts in regard to this have frequently been brought to public notice. But they are of a kind which is always fresh, and will call for repetition until the conditions which have made them possible are done away. We recall, at this writing, their presentation at the thirty-ninth anniversary of our own Society, in 1867. One of the speakers on that occasion gave a realistic picture of one such accounting, which may serve as a specimen of many:—

“It is not many weeks since a friend of mine in Boston had a ship going to sea at three o'clock on a certain day. He went to his shipping master, Mr. Miller, and said: “Miller, my ship is going to sea at three o'clock; I want my crew on board at two.” “Very well, sir,” Mr. Miller says; “your crew are all down at old Green's—(I will call him Green, but his name is *not* Green)—a negro boarding-house keeper; there will be some sport down there; suppose you go down and see how the old fellow manages.” My friend went. The shipping master said to Green, “The crew of the —— must be on board at two o'clock, will you have them there?” “Yes, sir, sartain,” and he looks over the crew. They were nearly all sitting in the room. “Now,” he says, “boys, we must settle, and you be on board the ship at two o'clock. Come here, Jim,” says he, “we'll begin with you,” and calls him into a side-room. My friend and the shipping master went in, too. “Now, Jim,” he says, “you have been in my house two weeks.” “Two weeks! No, sir; I aint been in your house but five days.” “Jim, don't you suppose *I* know? Do you forget I am in my own house? You have been in my house two weeks.” “But, Mr. Green, I say I haven't been here but five days.” “Why, don't you suppose *I* know; *I* who buy the bread and butter and the meat; hadn't I ought to know better than you who have been drunk half the time?” “Well, sir, if you *say* so, I suppose it must *be* so; but I thought I hadn't been here but five days.” “Now, then, Jim, there's the old woman's wash-bill; that's \$2 50.” “Two dollars and a half! Why, Mr. Green, I had only two pieces of clothing when I came here, and one of them the old woman said was so old that she threw it away.” “*You only had two pieces when you came here*; you came to my house with only two pieces of clothing! You get off cheap with two dollars and a half, cheap enough. A man like you to come to *my* house! Now, Jim, don't you remember down at the door there was a white man talking to you, and you wanted three dollars? *There* was three dollars cash.” “Yes, sir, I wanted three dollars, but *I didn't get it*. (Laughter.) I asked you for it, and you didn't give it to me.” “Now, Jim, don't you suppose *I* know best whether you got the money or not? I gave you the money out of my pocket—money I had earned hard, and you fooled it away. Don't you suppose I know best? Do you suppose *I* would take advantage of you? You have known me a great many years, Jim.” “No, sir; I don't suppose you would.” “*I* tell you, Jim, you had it, and I know best. Now, Jim, there is \$12 for board, and \$2 50 for washing, that is \$17 50, and there is \$3 cash, making

\$22, Jim. Now your advance only comes to \$20. Where am I going to get the other two dollars—where is *that* coming from?" "Mr. Green, you know when I come back, I will come here." "Oh, yes, Jim, you will come here because I'll *bring* you. I have to look out for you, or you would fall into the hands of the land-sharks, and they would rob you of every thing you have." "Well, Mr. Green, when I *do* come, and when I have some money, I will pay you." "That is all very well, Jim. You will pay me when you have some money, but the fact is you never *have* any. But, never mind, Jim, you may go, and I a'int a going to send you off destitute neither. I'll give you something in the bottle, and some tobacco; and if you cheat me then out of my two dollars, that is your fault." You may laugh,—but Jim didn't laugh, when for a whole month he had to work night and day, storm and sunshine, to make that twenty dollars again, that he had been cheated out of. These are not rare or overdrawn cases, but such as occur daily in our seaports."

The grotesque humor of this scene would excite mirth, if its truth and the conviction that it sets out the actual experience of some sailors before going to sea, did not fill a just and benevolent mind alike with indignation and an earnest purpose to put a stop to such robbery. One may wonder at the submission with which the sailor endured and endures it, but no one need question that the picture is a fair one in many cases. And when he has once signed the ship's papers, however he may object to such extortions, he must go to sea at the appointed time.

It is not difficult to determine the bearing which a system of advance wages has upon the welfare of the sailor, when by it he puts into the hands of his enemies, the money which through it comes to him. Nor must it be lost sight of that the exaction of *blood money* is made an easy possibility under such a system, and that it is claimed that in these days it is more widely prevalent than ever, going now, directly, as before said, to the sailor landlord or to his agent, the shipping master.

Difficulties in Abolishing Advance Payments.

In the SAILORS' MAGAZINE for July, 1857, may be found an account of the movement made in that year, by the New York Chamber of Commerce, following the lead of a meeting of American shipmasters at Liverpool, Eng., during the previous winter, to secure the abolition of the advance wages system. This effort was part of a general movement for the reform of abuses among seamen, upon which the Chamber then took action, and was an attempt to bring about an agreement between shipowners, in this port, and in others, as well, that all vessel owners should cease to pay advance after July 1st of that year. In New York, one hundred and seven firms signed their names to the following engagement:—

"The undersigned ship-owners and agents hereby engage and mutually pledge themselves that on and after the first day of July, 1857, they will not pay advance wages to seamen. They also declare that they will add to the monthly pay of sailors, 10 per cent. to the men who return in the ships they go out in."

These signers constituted the bulk of the shippers of the port, and their movement was one of good faith. The covenant into which they entered was looked on as likely to be successful in securing its proposed end, and great hopes were cherished of good results to follow its execution.

The *New York Tribune* of a recent date, has stated that this movement of 1857 was successful. The precise reverse is the fact. Immediately after the first day of July, and upon the attempt to carry out the agreement, shipping masters and sailor landlords, thoroughly alive to their supposed interests in the case, were found to have combined against the movement by holding back all sailors from shipping on any vessel whatever. They would not, and they did not permit the men to go to sea, although large numbers of vessels were in port, waiting to sail.

Fifty, at least, lay at the wharves or "in the stream," in that condition, unable to leave the port for want of crews, which could not be obtained, and so remained for from three to five days. Only one or two of them were successful in obtaining men, and in sailing, without paying advance.

Now the detention of a vessel ready for sea is at very heavy daily cost,—and finding this state of things to continue, ship-owners soon weakened in adhesion to their agreement,—their surrender to the combination beginning with alleged defection on the part of one or two owners, and speedily ending in the utter collapse of the movement for abolition. The return to the old order of things, with accompanying abuses, became complete, and has continued to the present day.

No further general movement for abolition was attempted in the United States, until 1867. In that year, Capt. DANIEL TRACY, of Philadelphia, who had been keeper of the Cherry St. Sailors' Home in New York, then and now owned by the AMERICAN SEAMEN'S FRIEND SOCIETY, tried to revive it, and sent petitions for presentation to Congress, to that end, for signatures, to various U. S. seaports. But this effort was voluntarily laid aside in view of agitation then going forward to secure the passage of the U. S. Shipping Act of June, 1872, to which we have heretofore referred. Nor has any such effort been resumed until the movement now prosecuted.

So far as the beneficent law of 1872, now operative through the

country, deals with this matter of advance wages, to a certain extent it provides for its regulation, by sections which in no way affect the general bearing of "advance" upon the sailor's condition and surroundings. And in reality, the common seaman under the present system, is to-day, in U. S. seaports, so far as the laws of the land go, and in point of fact,—as generally the prey of his natural enemies, the sailor landlords and the few petty shipping masters who remain in business, and now act in collusion with venal ship captains and, in some cases, with venal ship owners, as he ever was,—the former buying from the latter the privilege of shipping the men they have in their houses, and deducting the amounts which they pay for the privilege, from Jack's "advance." It is even claimed that this extortion of "blood money" was never so common as now,—so that it is and has been for years, practically impossible for any seaman who does not board in the houses of the Benevolent Boarding-House Association already named, to get any chance at all to ship. This evil is very largely felt by married seamen. Some of the most affecting cases of destitution among sailors in New York City and Brooklyn, which have come under our observation, have been of this latter description, and have come to our knowledge within the last few years.

The source, the cause and the measure of steady opposition in the past, to any reform to be secured by the abolition of the advance system here becomes quite apparent. But each of them may be more forcibly impressed upon the reader by plain illustration from cases which habitually occur in this and other ports. Thus:—a ship is advertised or is "up," as the phrase goes, to sail from New York for San Francisco. She needs a crew. The men from whom it must be gathered, are in the sailor boarding-houses, and in debt to their keepers. The latter are desirous to be rid of them. So the landlord or his agent visits the captain or the vessel owner, and says:—"I want to pick out your crew, and will pay you so much per head for the privilege of doing it." Terms being arranged on this basis, the landlord or his agent secures the selection of the men he wants shipped, at the U. S. Commissioner's office, and compels each sailor to allow him about \$7 (on the average) for his "chance," deducting the amount from his advance due bill, when he gets the opportunity of cashing it. In addition he not infrequently charges the sailor from \$3 to \$5 for cashing the note, and makes up his remaining account against him in the manner described on pages 101, 102. It were vain, in view of these facts, to the very last degree of folly, to expect anything else than strenuous and persistent resistance on the part of the landlords to the abolition of a system which makes such practices possible.

The Nature and Value of the Remedy Proposed

For this state of things may easily be exhibited. The petitions in advocacy of which we have written, pray Congress to pass the substance of the English law before referred to, which will go into operation in the British mercantile marine, next August, as follows:—

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled:—

1st.—That from and after all agreements for the payments of advance wages to seamen shipping in any vessel belonging to the United States shall be void and of no effect.

2nd.—Any agreement, authorizing or promising, or purporting to authorize, or promising to pay, any time in the future, on account of a seaman's wages conditioned on his going to sea from any port in the United States and made before wages are earned shall be void.

3rd.—No money paid in satisfaction or in respect of any such document shall be deducted from a seaman's wages, and no person shall have any right of action, suit, or set-off, against the seaman or his assignees in respect to any money so paid or purporting to have been so paid.

We sincerely trust that these petitions when brought before the National Legislature, with their accompanying Bill, may receive prompt attention, and that the Bill itself with any modifications needful to compass the abolition of the system, may speedily become a law. When that is done, the most effectual blow will have been struck on behalf of the sailor in United States ports, against his enemies, which the community can administer. It will be one that will go far toward delivering him from a bondage which is largely slavery, in everything but the name.

In closing, it may be said that a partial reform in shipping seamen on U. S. Naval vessels has already been secured, through the exertions of Hon. LEONARD MYERS, M. C. from Pennsylvania. These seamen were formerly paid for three months, in advance, and by note, as is done at present in merchant vessels. The statute provides that Naval seamen shall be shipped on U. S. Receiving Ships, and that advance wages shall be paid in cash, into their own hands.

So far, therefore, as its own sailors are concerned, our Government has come toward the point of protection, by forbearing to deliver them, bound quite hand and foot, to those who are their natural foes, under the due-bill system. Now let Government go further, and by adopting the measure prayed for in these petitions, modified in any needful way, as before said, strike at the fertile root of those abuses to which Jack is subject in all our seaports, when he is on shore.

For The Sailors' Magazine.

THE COMMERCE OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

VIII.—PHŒNICIAN COMMERCE.

Although the word *Phœnicia* occurs but three times in the Scripture, and then in the New Testament only, the nation which it represents occupies a large and important place in the history and prophecies of the Bible. Tyre and Sidon were its chief cities and seaports, and a small strip of land lying between the Lebanon range and the Mediterranean was its territory. Yet the whole known world felt its commercial power, and colonies sprang into life under its enterprise, and became the centers of mighty influences which were felt everywhere as the source of wealth and culture and civilization. Its people were the descendants of Canaan, one of whose sons was called Sidon, and hence they were known to the Jews first as Canaanites, though afterwards they were called Phœnicians and Syro-Phœnicians. For many centuries they were the prominent merchants of the world, holding such a position in regard to other nations as Holland long maintained in Europe and Asia. They sent forth their ships upon every sea. They established colonies of which Carthage was the most influential and central. They distributed their own wealth and that of other nations, and reaped golden harvests in return. They conquered by arts more than by arms, and upon the people whom they subdued they conferred the blessings of peace and civilization and protection.

They bound their colonies to them by the ties of amity and mutual benefits conferred and re-

ceived. They peopled Cyprus and Crete and Rhodes, they sent out their ventures beyond the gates of the Mediterranean and brought back the mineral treasures of Spain and the modern British Isles. They established everywhere factories which grew up into villages and cities and centers of mercantile and political power. They appear first in the sacred record in the time of Solomon, whose father having conquered Eden, had opened for him an avenue of trade through the Red Sea. But novices as the Jews were in navigation, it was found to be politic to give to the Phœnicians, (who had already entered into amicable relations with them through the essential services they had rendered in the building of the temple and palace of Jerusalem,) the privileges of docks and shipyard at *Elath* and *Ezion Geber*.

Thus they made the Phœnicians profitable allies in commerce, using their seamen and their nautical science in those long voyages of which mention has been already made. When the Jewish nation fell asunder by the revolt of the ten tribes these commercial relations ceased, and but little mention is made of Phœnician commerce until the times of the prophets Isaiah and Ezekiel, when their whole history re-appears as in a vast and magnificent panorama, so painted as to forever preserve the features of Phœnician commerce, before it should have decayed and disappeared.

The twenty-third of Isaiah, call-

ed "the burden of Tyre," represents, in words which are impressive and intensely pictorial, the coming fate of this great center of commercial life and enterprise. The sailors of its vast fleets when far from home hear the news of her downfall and mourn that they have no longer a harbor and shelter there. Then comes an impressive silence over this once noisy and bustling metropolis, and all stands forth in wonderful contrast to her former activity and glory. The city which the merchants of other ports and nations had replenished, whose streets had been full of life and joy, was now solitary and desolate.

And to set forth the contrast the prophet describes her as she once was, the very emblem and model of a commercial center, reaping the harvest from her rivers, gathering in wealth from the sea, known as the great market of the nations, making her influence and power felt over the world, elevating her merchants to the state and affluence of princes, who were every where recognized as men of honor and intelligence, strong in her wealth and greatness, and imperial in her sway and power. And this picture of a great commercial city is illustrated and re-duplicated by Ezekiel in the twenty-seventh chapter of his prophecy.

Having immediately before announced the purposes of God to punish and destroy the Phœnician capital, because her people had enslaved the Jews, taken captives in war, he proceeds to delineate the chief features of her greatness and glory. The whole chapter is occupied in the simple enumeration of the elements of her commercial life. Her very position was such as was most favorable to her growth and wealth,

for "she dwelt at the entrances of the sea," and her territory was all maritime. It was but a narrow belt of land bordering upon the Mediterranean, yet adapted to the very purposes of the world's commerce. The materials for her vast navy were near at hand. From Lebanon and Hermon came her ship timbers and masts. Egypt furnished her cordage and sails, and Bashan gave of its oaks for her oars. Her sailors came from her coasts and the neighboring islands. Thus equipped with all the appliances of commercial life, Phœnicia stretched out her ventures and her influence over the whole world. Sailing westward beyond the Straits of Gibraltar, the ancient gates of Hercules, they laid tribute to the silver, iron, tin and lead of Spain, and doubtless visited the British Isles to complete their orders for minerals. Thus "Tarshish became their merchant and traded in all their fairs." From the isles of Greece, here spoken of as Javan, Tubal and Mesech, were furnished articles manufactured from brass or copper, and slaves, in which it is evident there must have been a large traffic. From Armenia or "Togarmah" came horses and mules. The eastern coasts of Arabia or Dedan, supplied horn and ivory and ebony, transported thither perhaps by those immense caravans which were continually crossing the desert, or by the ships of Tarshish, the fleets which were bearing Phœnician merchants' trade to every shore.

Overland to Syria their neighbor, went the articles of their own manufacture, indexed by the prophet as emeralds, purple brodered work, fine linen, coral and agate. This land of Judah was drawn upon chiefly for agricul-

tural products, of which are especially mentioned, wheat, pannag, honey, balm and oil.

Between Phœnicia and Damascus, one of the great centers of oriental commerce, was carried on a trade in manufactured articles, for which they supplied them in exchange with wine, very fine wool, taking or returning the balance in gold. From Javan in southern Arabia came bright iron, reminding us of the polished sword blades of Yemen, and certain sweet drugs known as cassia and calamus. From other portions of that wonderful region came the materials for chariot linings, supplies of cattle for their markets, and abundance of precious stones and gold.

Last of all amid the enumerations made by the prophet, we see this merchant people of the world stretching out their home to the great centers of early population, and trading with the vast countries watered by the Euphrates and Tigris, in garments of rich texture, in ornaments, in mantles of rich purple and embroidery, and in treasures of many colored yarns.

This summary of the articles of traffic which made up a sort of "manifest" when the prophet was about to describe the wreck of this magnificent Tyrian ship of state, is completed by a description of the maritime wealth and greatness of Phœnicia.

"The ships of Tarshish were thy caravans, thy traffic. Thy riches and thy wares, thy merchandise, thy mariners and thy pilots, thy calkers and the traders in thy merchandise, and all thy men-of-war that are in thee, also with thy whole company which is in thy midst, these shall fall into the midst of the seas in the day of thy fall."

This Scriptural notice of Phœnicia, as seen through her capital, is fully confirmed and illustrated in ancient history. The earliest authorities speak much of their arts, sciences and manufactures. The glass of Sidon and the purple and fine linen of Tyre were staples which were sent forth by their merchants, which with the imports from surrounding nations were the foundations of their commercial greatness. It is said of them, that as navigators they were the boldest, the most experienced, and the greatest discoverers of ancient times, and had for many ages no rivals. And as they were the planters of colonies, they did so much that way, that when it is remembered that their country was little more than the slip of ground between mount Libanus and the sea, it is surprising how they could furnish such supplies of people and not wholly depopulate their native seat. They are spoken of as the most busy and enterprising people that can well be conceived. Their whole thoughts are said to have been how to advance their trade.

"They looked upon the sea as their empire. They sought to enlarge no other dominion. They seemed to have aimed at nothing but the peaceable enjoyment of their commerce. They traded to all the known parts they could reach to along the Mediterranean, and both north and south of its gate to the ocean or the Black Sea and Lake Mætis. They had settlements and correspondents from which they received what might be useful to themselves or others. Eastward their trade reached to Syria, Babylonia, Persia, Arabia and the Indies." Thus their sea-ports became the great warehouses of the world where everything might be

found that could minister either to the necessities or the luxury of mankind.

So anxious were they to retain in their own hands the commerce of the world, that it is said, "if at any time their ships bound on a voyage observed that a stranger kept them company or followed them in their track, they were sure to get rid of him if they could, or deceive him if possible. In this they would go so far as to venture the loss of their ships and even their lives, so that they could but destroy or disappoint him, so jealous were they of foreigners, and so tenaciously bent on keeping all to themselves."

Thus does history confirm the descriptions of Phœnician commerce which are found in the Scriptures, and illustrate the growth and power of that people through the use of their natural position as the center of the world's trade. How all this greatness declined has been alluded to in the history of Tyre and Sidon, already noticed among the "Sea-ports of the Bible." The word of God as spoken through his prophets Isaiah and Ezekiel, at a time when there was the least probability of any decay of their commercial power, was all fulfilled to the letter, and these great centers of the world's traffic now are standing in the midst of their magnificent ruins as monuments of the folly of human pride and glory. If any city could have laid claim to the title of the "Eternal City," it was the capital of Phœnicia. It saw even its own colonies rise and decay. It heard while yet secure in its own existence the blows which Rome was dealing upon Carthage, that it might destroy the one great obstacle to its own progress towards universal dominion. It outlived Thebes, Babylon and Jerusalem.

It had seen kingdoms rise and flourish and decay. Yet strong in its commercial importance and power it stood undisturbed by all the shocks of war which had beat around its walls. But at length its own time of decay and weakness came, and it fell, according to the word of the Lord.

And its history stands out as a confirmation of the truth of the Scriptures, which foretold its fall, even when it seemed least likely to be affected by decay or change. And amid its broken walls and columns we seem to hear the echo of the words which came to it in the very height of its splendor and power,—“Thou hast defiled thy sanctuaries by the multitude of thine iniquities, by the iniquity of thy traffic, therefore will I bring forth a fire from the midst of thee. It shall devour thee, and I will bring thee to ashes upon the earth in the sight of all them that behold thee.”

His Way is in the Sea.

The following narration of a middle-aged sailor illustrates the wonderful way in which God's Spirit and his providence work for the salvation of the sinner:—

“Eight months ago I was on board a bark bound to the West Indies. On the first Sunday afternoon out, the mate, a godly old man, came forward with a bundle of papers and tracts, and gave us sailors some, my share being three tracts, *A Brand from the Burning*, *Going Aloft*, and *The Sinner's Friend*. I took them carelessly, but looked at the titles, and when I went below threw them into my bunk, where I found them in the last dog-watch, and began to read them. I found something in each of them to take my attention, but was specially interested in *Going*

Aloft. I was roused from my reading by the order, 'All hands on deck.' As soon as I got my head above the scuttle I saw that the wind had changed, and was dead ahead, and heard my name called, 'Tom, make fast the flying-jib.' I got out on the jib-boom, and sung out for some one to pull on the down-haul; but I could not make myself heard for the howling of the wind, and besides, the men were occupied taking in the small sails. So I threw the gasket around my neck, and tried to pick up the sail as well as I could, but found it a hard job, the sheet having got so far to leeward. Presently down the bark dived, and a sea struck me in the small of the back, and lifted me off the foot-ropes. I thought I was gone sure; but the end of the gasket hanging from my neck got a turn around the gallant-stay, and brought me up just as I was pitching overboard. I had no time to think of anything then; but afterward, when I had got my sail fast and was on board all safe, and found everything snug, and sat down with my pipe, then the thinking time came. What I had learned from the Bible in Sunday-school many years ago, the prayers and instructions of my father and mother, the solemn words of the tracts so lately read, my narrow escape from death, and God's goodness to me all through my life, and especially now in this last wonderful deliverance,—all these things came into my mind with great power. I slept no more that night.

"Next morning it was my first turn at the wheel; but it was no use to try, I could not steer. The mate presently came aft and told me to 'mind my helm.' At last I called him, and told him how miserable I was—'all along of those

tracts you gave me to read.' 'Cheer up,' said he, 'and when the watch is relieved come down to my room; and we will talk it over.' I did so. He prayed with me and I prayed for myself,—prayed earnestly, and peace came at last. After that we often prayed together, and had many precious seasons before the voyage closed. I have been with not a few Christian captains and mates, but never have I met one who lived up to his religion as old Mr. Johnson did, and sorry was I when we parted. After that I went home to Galveston, and had a good time for two weeks, going to every prayer-meeting I could find, Baptist, Methodist, or Presbyterian, trying also to tell in my simple way what God had done for my soul."

American Messenger.

"Then I Have Got It."

Some years ago I was leaving a hall in Glasgow, in which I had been preaching the Gospel, when a respectable man, with a very eager face, stretched out his hand and grasped mine, saying,—“Sir, I am very anxious to get salvation.” “Then,” I said, “God is very anxious to save you.” He listened earnestly to hear what I would say to him, hoping some word would give him peace; but I only put the Gospel to him in the most familiar texts of Scripture. As I reminded him that “God so loved the world that he gave his only-begotten Son, that whosoever believeth on him should not perish, but should have everlasting life,” he stopped me by saying, “But I do believe in Jesus.” I replied, “Jesus said, ‘He that believeth on me hath everlasting life.’” A look of astonishment and joy immediately

broke over his face as he said, "Then I've got it! Thank God, I've got everlasting life."

An incident similar to this happened years afterwards in a town in England. I had preached upon this word of God: "These things have I written unto you that believe on the name of the Son of God, *that ye may know that ye have eternal life.*" One person in the congregation had been a professor of religion for many years, and had long desired to have peace with God. He knew a good deal about religion, but not much about Bible Christianity. He was described to me, by one who knew him well, and who knew the truth, as having been "hopping about from twig to twig for eight or nine years." The meaning of this was, he had tried nearly every thing but the simple Gospel, and so could get no rest. A day or two after the address I have mentioned this Christian man called upon him, and found him as he had never found him before. He said, "Mr. M——, I've got everlasting life." "How do you know that?" said the other. "O," he said, "it isn't that the preacher said so; it is that *the Word says so.*"

Reader, if you are anxious about your soul you may get salvation, assurance, and therefore peace,—if you will simply take God at his word: "Verily, verily, I say unto you, he that heareth my word and believeth on him that sent me hath everlasting life, and shall not come into condemnation, but is passed from death unto life." *John v: 24.—Words in Earnest.*

"A Poor Miserable Sinner."

Rev. Dr. William Adams of New York, who died in the summer of 1880, was heard, by those who ministered to him during his

last hours upon earth, to repeat the prayer, "God be merciful to me a poor miserable sinner!" He had been eminent for purity, for high moral excellence. Men confided in his integrity without doubt or fear. He was a living epistle of Christ, known and read of all men. His life had been one of distinguished usefulness and activity in the service of God, of righteousness and truth. He had incited his people and led them in most successful efforts to provide for the irreligious masses of this city, and to lift them out of their ignorance and pollution. No man had pleaded more heartily or efficiently for the waste-places of our country, that they might be furnished with schools, and colleges, and churches. European Christians had learned to look to him for help, to lean upon him in their weakness, in their mighty struggle with Romanism and unbelief. No man had sustained more ardently the great endeavor to win the world to Christ. His earnest, eloquent appeals for Foreign Missions are models in their department of Christian literature. He stirred the souls of his fellows as few were able to do at the annual meetings of the American Board, for his heart was in his words. His usefulness had been world-wide. Few had responded as promptly, as diligently, as cordially to the calls of duty. Yet here was this saintly man, this man of splendid, constant, lovely obedience, ejaculating the prayer of the publican, intensified by added words:—"God be merciful to me a *poor, miserable sinner!*" The ruling passion was strong in death. He had been hungering and thirsting after righteousness, and every fresh attainment, every step higher, had revealed more and more of his defects and imperfections, more of

his sinfulness, and more of the vileness and deformity of sin. So Paul the aged, ready to depart, wrote himself down the chief of sinners. So every truly enlightened conscience and righteous spirit bewails its iniquities. The entrance to the way of holiness and life is through the gate of repentance, and every advancing step on that way is taken with a godly sorrow that needeth not to be repented of. Is repentance toward God preached now-a-days as it once was, and as it ought to be? Every man must soon appear before Him who is glorious in holiness. How pitiable human morality will appear in the brightness of that presence!

Christian Intelligencer.

The Sailors.

The great change which has taken place, within a few years, in the religious character of the men of the sea, is one of the most remarkable features of the work of God's grace in these modern days. We recently gave some account of the scenes of conversion and reformation which have been witnessed in connection with the Mariners' church of the New York Port Society, where hundreds have become the hopeful subjects of saving grace. The same blessed results have attended other agencies in this and other ports. And what still further proves the work to be divine, is the remarkable revivals and numerous cases of conversion which have occurred on ships at sea, often where only the feeblest human instrumentalities have existed. Such revivals have often commenced with a few tracts, or a sailors' library, or the conversation and efforts of a pious sailor. It is well known, too, that when a real sailor becomes a real Christian,

he makes the most earnest and efficient of missionaries; and the part which this class of men must bear in the spread of the Gospel from sea to sea and from land to land is not only important but evident to all.

In connection with this large and interesting class of men which are going into all parts of the world, there is one, and only one, missionary society in this country that is world-wide in the sphere of its labors—the AMERICAN SEAMEN'S FRIEND SOCIETY, having its location in this city. It has its chaplains at various ports of the United States and South America, in European and Asiatic ports, and in the islands of the sea. One of its distinguished laborers, who for forty years has been a sort of Bishop on the islands of the Pacific Ocean, is the Rev. S. C. DAMON, D. D., whose account of the work among the "Chinese at Honolulu" we published a fortnight since.

We have been surprised to learn that, notwithstanding the missionary character of this Society and the wide extent of its labors, with the exception of about six hundred churches and various denominations in New England, New York and New Jersey, it has received contributions to aid in its important work from only about a score of the tens of thousands of Evangelical churches in the whole United States. It has no other regular source of income, and this has become so diminished that the Society is now seriously embarrassed in carrying on its work and is utterly unable to enlarge it.

There is no one living in any civilized country who is not indebted to the sailor, and there is not a church interested in giving the Gospel to the world which is not under religious obligation to the

men of the sea. The work of their conversion and of fitting them to exert a beneficial instead of a baleful influence in every port and every land to which they go, should

have the hearty sympathy and the generous support of Christian people and Christian churches.

New York Observer.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Labrador Coast.

BOYNE ESPERANCE HARBOR.

(On Southern Coast: N. Lat. 51° 30': Long. E. from Greenwich, 57° 30'.)

The mission is now, as for many years past, conducted on Catholic principles, the church at B. E. H. being Congregational, and in the hands of a Ladies' Association in Montreal, Canada, formed from the four Congregational churches and from the American Presbyterian church of that city, with Mrs. Stevenson, *President*, Mrs. Rushton, *Secretary*, and Mrs. Wilkes, 249 Mountain St. in M., *Treasurer*. Receipts for 1880, including \$100 from our own Society, were \$302.06, and expenditures, \$811.24.—The N. Y. *Weekly Witness* of Feb. 24th, has an article from Rev. S. R. BUTLER, for many years past chaplain of the mission, which we mean to print next month, tracing the history of the mission since its establishment in 1880, and portraying, in detail, its present condition and usefulness.

Sweden.

STOCKHOLM.

The diary of Mr. A. M. LJUNGBERG, from which he makes his last report, discloses faithful labor on many vessels of all classes. On a Dutch craft, where the Captain and a Swedish sailor were believers, almost the whole of the crew were inquiring for the salvation of their souls. In the distribution of Bibles and tracts, he found great encouragement. In visiting two large American vessels from New

York, he met many seamen of divers nationalities, and an English sailor tore in pieces a tract which was given him. The incident is worth noting, from its infrequency. On a Swedish vessel coming from Portugal, the Captain was a Christian, and all his crew attended the meetings for prayer. During the quarter, Mr. L. visited on 21 English, 11 German, 2 Dutch, 1 Estlandian, 66 Finlandian, 15 Norwegian, 10 Swedish, and 1 Danish vessel, in all, 127. During 1880, he visited on 418 vessels, among them 80 English and American.

Norway.

CHRISTIANIA.

(On S. W. Coast: N. Lat. 59° 56': Long. 10° 46' E. from Greenwich.)

"I will mention," says Mr. H. H. JOHNSON, missionary, in a recent letter, "an incident about a young sailor whom I found on a vessel a year ago, and to whom at that time I gave a Testament and tracts. A week ago I met him again and when I had distributed the Scriptures and was talking to the crew, he told me what the Lord had done for him on the last voyage. 'After we had been out for several weeks,' said he,—'we were suddenly overtaken by a terrible storm. It was on this occasion that I thought of the Testament you had given me. It had been in my chest all the time, but now I felt that I needed the word of God in this great danger, more than ever. I went to my trunk and taking out the long hidden treasure commenced to search the Scrip-

tures. I found that I was a lost sinner. I felt for the first time that I needed a Savior. My whole heart was now turned to Jesus, and when I found time I went into my closet to read and pray to him to have mercy on me a poor lost sinner. Then I found peace for my soul, and now I am a happy man, thank God!"—Writing January 26th, the same missionary reports "a stirring of seamen's souls on vessels, at boarding-houses and in hospitals, to inquire in earnest for the way to Christ."

Germany.

HAMBURG.

General Progress.

"The year 1880," says Mr. HITCHENS, missionary, "has been one of continued success in every department of the work, afloat and ashore, and we gratefully acknowledge the interest taken in the Institute, and the assistance rendered by ship owners, captains and many other friends of sailors. So we devoutly recognize the Divine blessing without which we labor in vain. The Institute is much appreciated by our sailors, who frequently visit it*in large numbers, and having got good there, regard it as a home, and a moral safeguard. In this foreign port every inducement is given to draw sailors from the questionable places of amusement which abound in Hamburg. By special subscription a piano was bought, and other attractions provided to assist in making the men cheerful, happy and contented."

Temperance and Other Meetings.

"In addition to the usual Bethel services which have been fruitful, temperance meetings were held, and sailors reclaimed from the evils of intemperance, and on Monday evenings a free concert was given, and two magic lantern entertainments with descriptive readings, &c., by one of the London captains and two or three free tea meetings given by the chairman of the local committee and the missionary. Besides the above, which were for the English speaking seamen, meetings were held for the Scandinavian sailors, conducted by a captain from Denmark.

Summary.

"The nature, extent and importance of the work may be gathered from the following statistics, the numbers being given as near as possible:—visits of sailors to the Institute, 7,296; meetings of various kinds held, 195, attended by 3,574, (with very few exceptions all were seamen); meetings afloat, 19, attended by 392; visits to vessels of various nationalities, 2,315; visits to sick sailors in hospital, 57; tracts and magazines in various languages given, 3,926; copies of the Scriptures circulated, 42, and 39 prayer books given away. One hundred and thirty-five volumes were lent from the library, and about 200 letters written and received. Our Heavenly Father is abundantly blessing his own work among the sailors in Hamburg."

Belgium.

ANTWERP.

"As to the work," says Rev. C. R. TREAT, chaplain, in his last letter,—“It goes smoothly on. We have religious services on Sunday at 11 a. m. and 7 p. m. These are well attended, especially the evening service. I precede the evening service by a half hour of sacred song, which is much appreciated and enjoyed. It is followed by a short prayer-meeting, so that our evening's work lasts from 6:30 to 8:30 or 8:45. It is varied and enjoyed, however, to the end. Mondays and Fridays at 7:30, we have prayer-meetings, many of them blessed seasons of communion with fellow Christians and with God. We have reason to believe that constantly in these meetings and on Sunday, our converted men are becoming serious and penitent.”

Italy.

GENOA.

We print a few extracts from the journal of Mr. J. C. JONES, harbor missionary:

"1880, Nov. 25th.—When at the close of last night's meeting in the Bethel, I intimated one for this evening on board the *Cervantes*, the pleased look on many a face led me to expect a good gathering. In this I was not disappointed. Over forty crowded into the cabin, to the great surprise of the Captain. On taking some sailors back to their ship (American),

the mate insisted on my going on board with him, to be introduced to his brother, the captain, whom we found in the cabin with his wife and children. She begged me to have a short service there and then. So the officers and sailors were quickly called and we had a happy little meeting, at the close of which the Captain said,—“I like this sort of thing,—come again.”

“Nov. 26th.—The Captain of the U. S. S. *Wyoming* said to-day, “I had thought of trying the experiment of sending our men to the Bethel on Sunday, but there would not be room for half, so you must just go round the merchant vessels and tell the men that the *Wyoming* is the Bethel *pro tem*, and give them an invitation from me. . . .”

“A mate asked me to-day if I remembered him. “Your face, but nothing further.” “Ah,” he said, “three years ago when I was here as second mate you reproved me for swearing. I apologized, pleading that I did not know you were the missionary. In a few words you showed me that neither missionary nor man was anything compared to God, who hears everything. Your words sank into my heart, and I now thank you for the good they did me.”

“Nov. 30th.—Held service to-night on board the American bark *Flashlight*.—Quite a large gathering; the Captain said to the men, as they were leaving for their ships,—“Now men, I’m glad to see you here, remember you are always welcome whenever Mr. Jones likes to have a meeting.”

“Dec. 1st.—Had a delightful Bible-reading in the Bethel, with about thirty-five present. I am glad I have been led to try this method of instructing the sailors. They seem to enjoy it greatly. It increases their interest in God’s Word. The passages to-night were quickly found and read aloud. One young sailor, on going away, took my hand in both of his and said, “Good bye, Mr. Jones, we sail to-morrow, God knows if I shall ever see you again, but I shall never, never forget you.”

NAPLES.

The report of Mr. S. BURROWES, harbor missionary, some time delayed, is brief but full of interest. It is for the period from October ’80 to January ’81. He writes:—

“On the 13th October visited Salerno, twenty miles from Naples, and held two services on board sailing vessels. I was

well received, but it being wet and stormy had to sleep in the main cabin covered up in the captain’s great coat. In visiting a steamer at Naples on Sunday morning, one sailor, who was busy reading a novel, refused to attend the Bethel. Finding that he was a native of Greenock, Scotland, we spoke of Captain BROCHIE, the seamen’s chaplain there. This aroused old memories, he attended all services, and next day we had a long and serious conversation.

Good Testimony.

“Nov. 2nd, Captain JONES of the brigantine *Amanda* came, with others from the harbor, to our house, where we hold a weekly Bible class. The captain testified at a public meeting in Naples that since his cruising to the port great good had been done among sailors through the mission. The Sabbath was better kept, and the behavior of the men was improved.

Deciding for God.

“November 7th at the Bethel service Edwin Cant remained in to decide for the Lord. He was awakened through his captain saying a few words about the coming of Christ at the judgment. He seemed to be in great distress of mind thinking that God would not show him mercy. On the 9th, at our house, he took part in the Bible class and said his soul was at rest.

“During December we had interesting services on board the U. S. S. *Trenton* for two Sundays, and on the U. S. S. *Wyoming* on each Sunday during the month. The captains and officers gave us every facility to address the crew. The attendance was steady but not large, owing to the larger portion of the sailors being Romanists. On the 27th we held our Christmas Tea Meeting: 120 sailors were present, and 40 friends from the shore. The sailors of the *Wyoming* sang several songs of a Gospel sentiment. Others sang and played. The Rev. Messrs. BARFF, JONES, and GRAY addressed the meeting. The captain of the *Dunstanburg* provided the tea. This captain also preached the preceding Sabbath evening in the Bethel.

“During the three months 63 services were held, including those in the hospital, the Bible class, weekly, and the Bethel, and on board ships. Five hundred and ninety visits were made to vessels, and 2,900 tracts and books were given away. Four Bibles were sold.

The Outlook.

“The mission seems in a very prosper-

ous state and the captains and officers of ships give very favorable reports. The sailors are most thankful for what is being done, and show their gratitude by contributing towards the funds of the mission."

South America.

VALPARAISO.

"An effort," says *The Record* of 24th November, '80, "is being made to secure a Sailors' Home. Funds amounting to over \$1,500 have been subscribed for the purpose by merchants of this city. A suitable man has been found willing to undertake the management of the Home; and we understand that the foreign consuls, English, American and German,

favor the plan proposed as likely to promote the welfare of seamen of their respective nationalities. For years past the matter has been talked over and felt to be a necessity in a port where such large commercial interests are represented: a few have from time to time offered earnest prayer for the success of such a scheme,—but never before has it appeared so practicable as at the present moment. The sum needed to establish the Home on a proper basis is about \$2,000; it is believed that in a year's time it will become self-supporting." *The Record* of Jan. 22nd, '81, acknowledges the receipt of \$179 50 from vessels in the harbor, for chaplain's work among seamen.

At Stations In the United States.

Massachusetts.

NEWBURYPORT.

The forty-fourth annual report of the Bethel Society shows receipts for the year ending Nov. 3rd, 1880, \$401.19; and expenditures as follows:—\$117 to needy seamen, and \$50 to seamen's families; \$30 to Labrador Mission, and \$90 to their own Society. "The Sunday distribution of reading matter among vessels in port has been steadily carried on by untiring helpers who have aided in this direction for seven years. They report 65 vessels visited during the year, and 70 packages distributed. These packages are made up of copies of the SAILORS' MAGAZINE, *Illustrated Christian Weekly*, and such other papers of general interest as seem suitable to occupy an hour on Sunday, with pleasure and profit to the reader. They are always gladly received; and though but few reports come back of the good results of this work, what is heard is of gratitude for the attention and pleasure in the reading, and we trust that the seed thus scattered is springing up somewhere to ripen for the great harvest of the Lord." The Society numbers 280 members.

New York.

NEW YORK CITY.

The "Sixty-Third Annual Report of the Society for promoting the Gospel among Seamen in the Port of New York, January, 1881," (New York Port Society) is before us, and we hope to be able to present some extracts from it to our readers, hereafter. We can only say this month that it declares that "the same spiritual interest that has hitherto characterized its work, and to which reference has been made in former reports, has continued during the past year." Special Scripture tracts to meet the excuses of seamen who have been invited to Jesus, have been prepared and used with effect, by lady missionaries in hand to hand conflict with sailors. A portion of the Report treats of "Converted Sailors as Christian Workers." The Reading-Room of the Society (46 Catharine St. cor. Madison,) has been much enlarged and beautified. A great portion of the Report is filled with incidents illustrative of Christian work performed by the Society's agents, and with record of God's blessing upon their faithful efforts. The receipts, including balance on hand January 1st,

1880, were \$16,196 86, and expenditures \$11,038 90. \$4,000 had been deposited in the Central Trust Co. U. S. Bonds, (value \$2,200) were on hand, and a cash balance remained, January 1st, 1881, of \$1,157 96. Statistics for 1880, were:—

Visits to Reading Room, 41,837; Visits to Vessels, 4,500; Visits to Boarding Houses, 12,500; Signed the Pledge, 686; Bibles Distributed, 175; Testaments Distributed, 1,635; Letters written by Seamen, 2,964; Number of Libraries afloat, 258; Received into Church on Confession, 102; Received into Church on Probation, 398.

Virginia.

NORFOLK.

In February, an unusually large number of vessels were in port, and were thoroughly visited by chaplain CRANE and a temporary helper. On board 230, of all classes, 2,720 pages of tracts, 250 seamen's papers and magazines and 30 Bibles, Testaments and Psalms were distributed. This with the ordinary services at the Bethel and those at the Sunday-school made up the month's round of labor.

North Carolina.

WILMINGTON.

Rev. J. W. CRAIG has been elected chaplain for the current year, by the Auxiliary Society, who forwarded us a report of their annual meeting, Feb'y 1st.

South Carolina.

CHARLESTON.

The new assistant chaplain, Rev. L. H. SHUCK, reports, as does WM. ROACH, Esq. President of the Port Society, "excellent" congregations at the Bethel. Many of the pilots, with their families, worship there regularly. Prayer meetings are held on Wednesday evenings, and the officers and seamen on all vessels in port are made welcome.

Louisiana.

NEW ORLEANS.

Dating Feb. 7th, Rev. L. H. PEASE, chaplain at the "Lower Bethel," declares

that "our temperance and religious meetings are full to overflowing, and our Reading-Room is thronged from morning to night. We are just commencing a series of revival meetings and bespeak the prayers of our friends in our behalf."

The other seamen's entertainments at the Bethel during the month have been frequent, and have been well attended.

During the past six weeks revival services have been held nightly at the Lower Bethel, under the supervision of chaplain PEASE. The *City Item* of March 10th, says:—"They are of unusual interest. The chaplain has secured the services of the Evangelist J. S. HASKELL, and Christian people of all denominations are most cordially invited to participate in the meetings."

Oregon.

PORTLAND.

Efforts for the building of a MARINER'S HOME are being pushed by chaplain STUBBS. Plans are already adopted, and subscriptions towards the building fund are reported as follows:—From New York, \$1,000; from Liverpool, England, \$500; from Portland, \$2,657.50—total, \$4,157 50. All of these subscriptions and payments are a contingent fund, and will be returned to the subscribers if the sum of \$10,000 is not raised. The building, 50 feet square, is to be built of brick, three stories high, with a sub-basement.—The Congregational Church took up its yearly collection (\$100) for the Sailors' cause, Feb. 28th, after hearing the chaplain present its claims.

Ohio.

CLEVELAND.

On Sunday Feb. 23rd, the Floating Bethel Association celebrated the clearance of their debt. Congratulatory addresses were made by Rev. Dr. MITCHELL, Rev. G. T. DOWLING, Mr. W. H. DOAN and chaplain J. D. JONES, and letters were read from Rev. Messrs. TWICHELL and ANDREWS.

Loan Library Work.

A TOUCHING DONATION.

The record of Loan Library No. 2,329, and the wonderful work of God, on the ship *Kate Davenport*, at sea, in 1871-2, has often been referred to in our columns. Sent out from the savings of a dear child who had just been removed from his parents by death, the letter which covered the transmission of the gift to us, in 1867, and that by which the captain of the vessel notified us from Calcutta, in February, 1872, of a marvelous outpouring of divine grace in connection with it, form a touching and instructive illustration of the truth that no means for good are small in God's eyes,—that God will answer prayer,—and that He works for sailors' souls by our Loan Libraries. We refer to the matter now, to say that in the month of February last, the father of that child came again into our Rooms, bringing to us \$20 more, the kindred savings of another little fellow who would have been a brother to him “not lost but gone before,”—saying, “This is from ARTHUR, eight and a half years old, from whom God has shut away all light of day on earth. He has kept his savings until a friend has doubled them, and wants you to take the money now, and send another library to sailors. They have been treasured in the same tin bank in which FREDDY saved his pennies. Arthur has wanted to do what his brother did, and hopes that his library may do as much for seamen's good, as that one.”

So we took the \$20 and with it sent away Loan Library No. 7,101. Will not many readers pray for a blessing from God upon the gift of this blind boy that shall be like that which rested on the donation of his brother, ten years and more ago?

LONG RECORDS.

Loan Library No. 1,926, reshipped at our Rooms Nov. 19th, '80, on the *Schr. Sarah E. Allen*, of New London for Central America, had been previously shipped

seven times, the first time in Sept., 1866. On the first vessel where it was placed God used it as a means for the conversion of the first mate.

So in November, 1880, we re-shipped Loan Library No. 2,175, originally sent out in March, 1869. It had not before appeared at our Rooms since that date, but came back to us in fair order, was refitted and sent forth again on its mission of good will to seamen.

Library No. 983 was reshipped January 25th, 1881, at our Rooms, in good preservation. This was its seventh shipment, the first having been made in 1864.

NOT ONLY LONG, BUT FRUITFUL.

The longest and richest record however, which we report this month, is that of Library No. 61, first sent out in 1859 (!), from our Rooms at Boston, Mass. We have just reshipped it in New York. It was originally contributed by Mrs. Z. ROGERS, of Lowell, Mass., and our Secretary at Boston, Rev. Mr. HANKS, has at our request, given us some particulars from his books concerning it. He heads them—*What an Earnest Christian Sea-Captain Can Do*, and writes:—

Books Blest At Once.

“It was first placed in November, 1859, on the bark *Flight*, Capt. I. Hawks, 12 men, bound for Charlestown. While on the voyage the captain wrote:—‘Truly God has done great things in our midst. We commenced our voyage by imploring the Spirit of God to go with us, and appointed three nights every week for prayer-meetings, and family prayer every morning. Great interest was felt in the meetings from the first, and before we had been out a week I appointed a meeting every night. We have received a blessing, and my soul is overflowing with joy to think that God should thus honor this ship. First one, then another was converted, and began to feel themselves lost sinners and to embrace the Savior. Every soul in the fore-castle is either earnestly seeking the way to life or rejoicing in hope. My mate, I fear, is still hardened. Pray for us. I cannot feel satisfied until my whole crew is converted. I can-

not close without a word about the library. I believe eternity alone will reveal the good it will do. It would encourage you to see my crew,—officers and men. Although in this life we may not know all the impressions made by these means, we may be sure God will abundantly bless them to the saving of many souls.'

They Recall a Sailor's Youth.

"This library went to sea again in the same vessel with a new crew, and the captain then wrote again:—'I have changed my crew and am loaning the books to those who can read them. One young man has read them with avidity all the time he could get. Noticing the absorbing interest with which he was reading, I questioned him and found his mind deeply impressed. He told me he had a pious mother, and that the books had brought freshly to his mind the instructions he had received when a boy. He commenced reading the Bible and when I parted with him he took me by the hand, and with tears in his eyes thanked me for the interest I had manifested in him, and hoped he should profit by it.'

Pilgrim's Progress Working.

"From another letter written by the same captain, we extract the following:—'I think the library is a great boon conferred on the sailor, the benefits of which will be realized in time to come. Every sailor who can read, usually lays in his sea-stock of reading matter as regularly as he does his clothes, and generally it is of a kind which tends only to debase the mind instead of improving it. They will read good books if they have them. By this system of circulating libraries, books are provided for them and in general they will appreciate this effort to do them good. During my last voyage an instance of this kind occurred. I had with me a young man who was passionately fond of reading and had furnished himself with a supply. On learning the kind of books which he had I offered him the use of the library. The first book interested him much and he desired another and I gave him the Pilgrim's Progress, and when he handed it back I took occasion to impress upon his mind the importance of a heavenly life. * * * * If we can lead the sailor to read good books and urge him to emulate the character of those whose biographies he reads, one great end is gained and the way prepared for reading the Scriptures, which are able to make wise unto salvation.'

Services on Shipboard.

"This library was transferred (Jan'y, 1862,) from the bark *Flight* to the bark *Farley* for China. From Shanghai the sailor who had the care of the library wrote:—'We have religious services ten times each week and a Bible class once. Our captain takes great delight in explaining the word of God to the ship's company.'

Library Renewed—First Donor and Recipient Gone "Home."

"In 1874, the library was renewed by a daughter of the original donor, and went to sea in the bark *Mabel*, Capt. Hallet, 12 men, for Valparaiso, and afterwards to the West Indies in the brig *R. W. Messer*. The donor of the library and Capt. Hawks, who took it first to sea, have both passed away to that world to which with so much interest they directed the attention of their fellow-voyagers.

This library is now on the schr. *John N. Colby* of Stonington, Conn., bound for Key West, in care of Capt. Wilcox, 9 men in crew."

LONG EXPERIENCE WITH THE LIBRARIES.

On his last voyage from Manila, E. I. to New York, writing, at sea, Sept. 12th, 1880, Capt. J. H. DREW of the ship *Sea Witch*, says:—"It is superfluous for me to write much, now, of your libraries in general. I was *among the first to have charge of a library—twenty years ago—and have been accompanied by one ever since, it being changed each voyage at your Rooms*. I have written my ideas of the results of your work several times, and have now only to repeat, that the libraries fill a very much needed place on shipboard, and for myself and those who sail with me I thank you for your persevering efforts to supply seamen with so much good useful reading matter.

"There is a great difference in crews, as in individuals, in taste and disposition. Some are eager and desirous of reading continually. Others are apathetic and do not care. We must take the work as a whole and as such judge of the results obtained. Everything that has a good influence on a sailor, or anybody else, is a

good thing, and the influence of these libraries is, certainly, powerful for good.

"I can see in these twenty years a great difference in the deportment of seamen. I think they are improving. Both masters and officers are advancing in the same way. A quarter of a century ago an American ship was, with crew, officers and all, summed up by the public (without sufficient reason) in the one word, bad! They cannot be called so now.

"I have been among all classes as much as any one man, and I confidently assert that in the last two decades, a steady progression has been made, until to-day one will seldom find better men on the whole under the same circumstances, than can be found fore and aft in the American mercantile marine. One of the influences that has helped to bring this about is THE LOAN LIBRARIES."

Two Sailor's Letters,

Recently at hand are of such especial interest that we make room for extracts from them in columns already crowded. The first is from a seaman converted to Christ at our Sailors' Home last summer, —is dated at London, Eng., Dec. 7th, '80, and is addressed to the Rev. Dr. HOPPER, pastor of the Church of Sea and Land in this city.

Going into the Ministry.

"I had not the slightest hope or intention of remaining in England, as I intended going to sea again, after a short stay, but God willed otherwise, and now by his mercy the way has been opened for me to come to this place (St. John's Hall, Highbury, London, Eng.,) to study for the ministry. I was brought up in the Episcopal church, and therefore that is the ministry which I hope to enter. I however wish to make it plain to you and to my other dear friends in New York, that whatever branch of the church of Christ I may belong to, nothing can weaken the bond of love by which I am bound to the Church of Sea and Land by whose agency, under God's providence, I was brought to know the Savior who died for me, whose pastor and missionary led me

so tenderly on my first steps to Heaven. I would ask for your prayers that I may be strengthened in the course of study, for one needs much prayer, much of God's help to enable him to resist the deadening influence of the letter against spiritual life."

Inquiring after Jesus.

The second is from a seaman who addresses *The American Seamen's Friend Society* from St. Simons, W. I., Jan. 28th, 1881. He says, and the simple terms of the letter are to our mind, full of pathos:—

"While having nothing else to do, I picked up a SAILORS' MAGAZINE and commenced reading it. Knowing that I am a sinner of the deepest dye, I have made up my mind to lead a different life. My father is a Christian, and I have often thought if I could find any work for Christ I would become one too. So if you can show me any work to do I will do it willingly, and be thankful for words of comfort and aid that you can offer. I belong to — and came away a sinner. I want to go home a God-fearing and a God-loving man. I am twenty-three years of age and only a sailor, but I have a mother who has gone on before, and I want to meet her there. Pray for me and tell all the seamen's friends to pray for me.

Yours respectfully, _____

"P. S.—Please tell me something to do and how to do it."

We need hardly add that the best answer we could frame to this "cry for light" went speedily to the address sent to us by this sailor. May there be prayer that it prove efficacious for blessing!

Steady Growth.

It will greatly gratify the well informed friends of the Society to note the exhibit of our Loan Library Work made in the supplementary report published with this number of THE MAGAZINE. During the three months ending February 28th, 1881, we sent out and assigned from funds then received for the purpose, 107 new libraries, and made 132 reshipments of old ones, after inspection and refitting—

a total, for the quarter, of 239. Since the opening of the present year, we have also received funds and issued new libraries, at the rate of more than one per day, and taking reshipments into view, our rate of supply to vessels has been nearly three libraries *per diem*. Our shipments of libraries for the Society year ending with the 30th of the present month, therefore bid fair to outrun all previous shipments for the same period of time. It is doubly pleasing to be able to say also that testimonies of interest in this part of our work among seamen, and of good done to them by it, were never more decided and real than now, as is witnessed elsewhere in this MAGAZINE.

Union Theological Seminary.

The Society of Inquiry connected with the Seminary gave its meeting on the 7th March to a statement of the work and claims of the AMERICAN SEAMEN'S FRIEND SOCIETY, by Rev. H. H. McFARLAND. The large numbers of students in attendance, the presence of President HITCHCOCK and Rev. Drs. SHEDD and PRENTISS, with the hearty expressions of interest in the facts presented, and in the cause of the sailor's evangelization, from students and faculty alike,—made the occasion one for real gratitude and hopeful anticipation.

The "Observer" on "Sailors."

We solicit attention to the succinct editorial article headed "The Sailors," on page 112, taken from the *New York Observer* of March 10th. It is a plain and forcible presentation of facts which all the friends of Christ may read and ponder to profit.

Obituary.

OBADIAH MEEKER JOHNSON.

This minister of Christ, born in Newark, N. J., in 1806, died Jan'y 7th, 1881.

He entered Amherst College, graduating in 1832, Princeton Seminary in 1833, and after graduating in 1835 was appointed by the AMERICAN SEAMEN'S FRIEND SOCIETY chaplain at the port of Rio de Janeiro, South America, where he remained for two or three years. The rest of his life was passed in the United States as a faithful laborer in his Master's vineyard, as pastor of various Presbyterian churches in New Jersey and New York.

Reports, Books, Etc.

We have the 56th Annual Report of the Glasgow, Scotland, Seamen's Friend Society, submitted in January last. The local chapel was well attended during the year, about 300 services having been held. Two missionaries cared for the wants of sailors. The Seamen's Institute, with daily prayer meeting, was well sustained, average attendance of the men being 40. Temperance meetings were held, and 701 families visited. There was an increase of 8,402 seamen engaged and discharged in Glasgow, in 1880, over the year 1879,—the number in 1880 being 26,259. About 120 loan libraries were supplied to vessels. The receipts were £794 11s. 7½d.; expenditures, £999 8s. 7d.

THE Liverpool, Eng., "Seamen's Orphan Institution" held their twelfth annual meeting, on the 3rd March. There were 362 children in the Orphanage, Dec. 31st, 1880, and 370 on the "Out Door List," for assistance. We acknowledge the courtesy of Rev. D. Anderson, chaplain, in forwarding the report.

"DESERT PALM:"—Reports of the Secretary and Treasurer, presented March 2nd, 1881.

These are, in neat MSS., the promised first annual reports of the "Circle" auxiliary to the Woman's Board of Missions (A. B. C. F. M.) made up of Misses MARGARET J. and MARY F. CUSHMAN—at Troy, N. Y.,—with full record of work done, money

raised and sent to the parent organization. We notice a very wide range of life and honorary members, and the forwarding of \$25 to Boston, for the foreign missionary work,—94 cts. being the balance in hand at the end of the twelvemonth. The meetings held weekly, through the year, and the results at the twelvemonth's end, must be very gratifying in the retrospect. It is pleasant to think of these little girls as also the constant and firm friends of the sailors' cause.

OUR thanks are due to WM. WHITMORE, Esq., Ramsgate, England, for a pamphlet record of the work of the crew of the English Life Boat *Bradford* and steam tug *Vulcan*, in the saving of a part of the crew of the *Indian Chief*, wrecked on the Goodwin Sands, Jan. 5th and 6th. We hope to use a part of it in a future MAGAZINE,—for our readers will agree with us when they shall have read it, that it forms a history of heroic effort which is marvellous.—And we are pleased to thank the same friend for *The Thanet Advertiser* of Feb. 26th, with an account of the presentation of award and medals to the crews of the boat and tug, which took place at Ramsgate, February 21st.

GENERAL DIRECTORY OF MISSIONARY SOCIETIES: Preparatory Edition, Chicago, Ill., by W. E. BLACKSTONE, Jan. 1881, pp. 52.

This is the first essay made in our country towards furnishing in one cover, reliable means of correspondence with missionary societies throughout the world. The execution of this preparatory edition is such as to encourage the expectation that it will prove of the greatest and widest service for the end proposed. There is great need for such a compend.

For judicious editing, select and popular contributors, and sprightly, entertaining reading, the *Youth's Companion* has no superior among kindred publications. It has twice the circulation of any similar issue, and unquestionably merits its success,

Sailors' Home, New York.

Reported by F. Alexander, Lessee, for the month of

FEBRUARY, 1881.

Total arrivals.....	164
Deposited for safe keeping.....	\$1,490

of which \$677 was sent to relatives and friends, and \$135 was placed in Savings Banks, the balance being returned to depositors.

Planets for April, 1881.

MERCURY is a morning star, rising on the 1st at 4h. 47m., and south of east 8° 52'; is at its greatest elongation on the 7th, at about 8 o'clock, being then 27° 44' west of the Sun; is at its greatest brilliancy on the morning of the 11th; is in conjunction with the Moon on the 26th, at 6h. 42m., being 7° 33' south.

VENUS is an evening star setting on the 1st, at 9h. 46m., and north of west 31° 29'; is twice in conjunction with the Moon during this month; the first time on the afternoon of the 1st, at 3h. 39m., being 3° 22' north, and then again on the afternoon of the 28th, at 6h. 1m., being now 2° 40' north; is stationary among the stars in Aries on the evening of the 11th, at about 11 o'clock.

MARS is a morning star rising on the 1st, at 4h. 10m., and south of east 17° 24'; is in conjunction with the Moon on the afternoon of the 24th, at 2h. 20m., being 7° 6' south.

JUPITER is an evening star during the early part of the month, setting on the 1st, at 7h. 37m., and north of west 12° 39'; is in conjunction with the Sun on the forenoon of the 22nd at about 9 o'clock, and during the remainder of the month is a morning star; is in conjunction with the Moon on the morning of the 28th, at 42m. past midnight, being 4° 49' south.

SATURN is an evening star during the early part of this month, setting on the 1st at 7h. 44m., and north of west 12° 12'; is in conjunction with the Sun on the evening of the 21st, at about 9 o'clock, and during the remainder of the month is a morning star; is in conjunction with Jupiter on the forenoon of the 22nd at 7h. 39m., being 1° 17' south; is in conjunction with the Moon on the 27th at 37m. before midnight, being 6° 9' south.

New York University.

R. H. B.

Marine Disasters, February, 1881.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month was 56, of which 29 were wrecked, 7 abandoned, 2 sunk by collision, 6 foundered, and 14 are missing. The list comprises 4 steamers, 4 ships, 21 barks, 7 brigs, and 20 schooners, and their total

value, exclusive of cargoes, is estimated at \$1,815,000.

Below is the list, giving names, ports, destinations, &c. Those designated by a *w* were wrecked, *a* abandoned, *b* burned, *s c* sunk by collision, *f* foundered, and *m* missing.

STEAMERS.

West Stanley, *w*, from Galveston for Reval.
Bristol City, *m*, from New York for Bristol.
Bohemian, *w*, from Boston for Liverpool.
Josephine, *f*, from Havana for New Orleans.

SHIPS.

Bremen, *w*, from Bremen for Baltimore.
Adriana, *w*, from Galveston for Liverpool.
Jamestown, *a*, from St. John, N. B. for Liverpool.
Theobald, *m*, from Charleston for Havre.

BARKS.

Glasgow, *a*, from Pensacola for Greenock.
Elizabetha D., *m*, from New York for Marseilles.
Fairwind, *a*, from Pensacola for Penarth Roads.
City of Richmond, *w*, from Mobile for Liverpool.
Eolus, *w*, from New York for Marseilles.
Thor, *m*, from New York for Amsterdam.
Antoinetta Ottone, *f*, from Newcastle, E. for New York.
Agostino D., *w*, from Philadelphia, at Dunkirk.
Soffroken, *a*, from Baltimore, for Queenstown.
Ranger, *a*, from Darien for Amsterdam.
Harvest Queen, *f*, from Baltimore for Sunderland.
Joanna H. Cann, *w*, from Antwerp for Hampton Roads.
T. F. Whiton, *w*, from Victoria V. I., for London.
Henrietta, *m*, from New York for Antwerp.
Anna L. Taylor, *a*, from Barbadoes for Turk's Island.
Anna G., *a*, from Cette for Boston.
Hazard, *w*, from Sierra Leone for Boston.
Kwasind, *w*, from Hamburg for Baltimore.
Fannie, *m*, from Baltimore for Havre.
Susanna Elizabeth, *w*, from Antwerp for New York.
Emma C. Litchfield, *m*, from St. Mary's, Ga. for Buenos Ayres.

BRIGS.

Remora, *m*, from Philadelphia for Oporto.
Helen A. Holmes, *w*, from Surinam for New York.
Veloz, *w*, from Ponce, P. R. for New York.
Sabra, *w*, from New Orleans for Bayonne.
Redowa, *w*, from Savannah for Santander.
Flora, *m*, from New York for Port Natal.
Jessie Rhynas, *w*, from Boston for Mobile.

SCHOONERS.

John Roach, *w*, from Greenport, L. I. for New York.
Lookout, *w*, from New York for Calais.
Venus, *w*, from San Francisco for Navarro River.
William, *w*, at Duxbury, Mass.
Susquehanna, *f*, from Crisfield, Md. for Baltimore.
A. L. Mitchell, *w*, at Pensacola.
Uriah B. Fisk, *w*, from N. Weymouth, M. for Charleston.
A. L. Fitch, *w*, from Boston for Mosquito Inlet.
T. W. Wilde, *f*, oyster schr. for Baltimore.
Edward H. Norton, *w*, from Boston for Chesapeake.
Gipsy, *f*, fisherman, at St. Andrew's Island, N. B.
J. F. Carver, *w*, from Weehawken for Portland.
Free Trade, *w*, from San Francisco for Noyo River.

Mignonette, *s c*, from Baltimore for Petersburg, Va.
Flying Arrow, *m*, from New York for Halifax.
Jas. S. Shindler, *m*, from Richmond for Providence.
Sasardi, *m*, from St. Domingo for New York.
L. & M. Knowles, *w*, from St. Thomas for Baranquilla.
David E. Wolf, *s c*, from New York for Portsmouth, Va.
Walter B. Chester, *w*, from Philadelphia for Boston.

Of the above, 1 steamer, 2 ships, 4 barks, 2 brigs, and 18 schooners were owned wholly in the United States, and their total value is estimated at \$497,840.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities reported lost during the month of

NOVEMBER, 1880.

Sailing Vessels:—107 English, 35 Norwegian, 33 German, 24 Dutch, 17 French, 13 American, 13 Swedish, 9 Danish, 4 Austrian, 4 Italian, 4 Russian, 3 Spanish, 2 Portuguese, 1 Greek, 8 of which the nationality is unknown; total: 277. In this number are included 5 vessels reported missing.

Steamers:—19 English, 4 German, 3 Norwegian, 2 French, 1 Austrian, 1 Dutch, 1 Italian, 2 of which the nationality is unknown; total: 33. In this number are included 5 steamers reported missing.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities reported lost during the month of

DECEMBER, 1880.

Sailing Vessels:—93 English, 21 Norwegian, 19 American, 15 German, 13 Danish, 12 French, 11 Dutch, 4 Swedish, 3 Russian, 2 Austrian, 2 Italian, 2 Portuguese, 1 Belgian, 1 Greek, 1 Siamese, 1 Turkish, 2 of which the nationality is unknown; total: 203. In this number are included 16 vessels reported missing.

Steamers:—12 English, 2 French, 1 German, 1 Danish; total: 16.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities reported lost during the month of

JANUARY, 1881.

Sailing Vessels:—71 English, 25 Norwegian, 20 German, 16 American, 16 French, 8 Dutch, 8 Italian, 7 Danish, 5 Swedish, 3 Austrian, 3 Portuguese, 2 Russian, 1 Republic of Nicaragua, 2 of which the nationality is unknown; total: 187. In this number are included 27 vessels reported missing.

Steamers:—18 English, 2 Spanish, 1 French, 1 Dutch, 1 of which the nationality is unknown; total: 23. In this number is included 1 steamer reported missing.

Receipts for February, 1881.

MAINE.

Farmington, Cong. church..... \$14 13

NEW HAMPSHIRE.

Exeter, Sarah A. Rowland..... 1 00
Francetown, Church of Christ, Cong. 7 00
Greenland, Cong. church..... 10 00

Milford, Cong. church.....	7 22	NEW YORK.	
Pittsfield, Cheerful Workers, of wh.		Amagansett, Life Saving Station No.	
\$20 for library.....	68 00	10, per J. B. Edwards.....	1 00
Rindge, Jason B. Perry.....	1 00	Brentwood, E. F. Richardson.....	2 00
Wilton, 2nd Cong. church.....	8 50	Brooklyn, Arthur R. Pollock, for lib..	20 00
VERMONT.		Clifton Springs, Andrew Pierce, for	
Bennington Centre, Dea. Geo. Lyman.	1 00	library.....	20 00
Springfield, Adna Brown.....	5 00	Mrs. A. Pierce.....	10 00
1st Cong. church S. S. for lib'y.....	20 00	Coxsackie, P. H. Silvester.....	10 00
MASSACHUSETTS.		Gravesend, Pres. ch., of wh. \$10 from	
Boston, brig <i>Alida A. Smith</i>	2 50	John I. Lake, towards Life Direc-	
Cambridge, North Ave. ch., for lib's..	67 06	torship.....	57 10
Chicopee, Miss S. J. Sherman.....	1 00	Homer, Amos E. Jones.....	1 00
Clinton, Cong. church.....	26 38	New Lebanon, Pres. & Cong. churches	6 50
Cohasset, Cong. church.....	26 36	New Rochelle, Simeon Lester, for lib.	20 00
East Douglas, Cong. ch., to const.		New York City, Broadway Tabernacle	
Helen L. R. Briggs, L. M.....	41 04	church.....	324 53
Fairhaven, 1st Cong. church.....	6 00	A. A. Low & Bros.....	100 00
Fitchburg, J. M. R. Eaton, towards		William Astor.....	100 00
Life Membership.....	5 00	J. W. Hamersley, for lib's.....	100 00
Mr. Oliver Brown.....	2 00	Mary Bronson, for Genoa.....	50 00
Grafton, E. F. Bracket.....	10 00	Eugene O'Sullivan.....	50 00
Groton, Mrs. Rufus Moors, for lib'y		Robert Lenox Belknap, to const.	
in memoriam Dea. Rufus Moors..	20 00	himself, L. M.....	30 00
Hadley, Chas. Cook.....	2 00	J. A. Roosevelt.....	30 00
Ipswich, 1st Church and Society.....	5 00	Benedict, Taft & Benedict.....	25 00
Lawrence, a friend.....	1 00	Tiffany & Co.....	25 00
Leominster, Cong. church.....	35 81	Hitchcock, Darling & Co.....	25 00
Grace Darling's S. S. class, for lib'y.	10 00	John A. C. Gray.....	25 00
Mansfield, Orthodox church.....	8 00	Mrs. J. Sturges.....	25 00
North Hadley, Church and Society...	3 31	Wm. H. Fogg.....	25 00
Rockport, 1st Cong. ch., of wh. Rev. R.		W. E., for "Willie Sanger" lib'y...	20 00
B. Howard, \$10.....	37 09	"A hand to Jack," for library.....	20 00
Sandwich, Cong. church.....	9 42	E., for library.....	20 00
Walpole, Cong. church.....	24 30	S. T. Gordon, for library.....	20 00
West Acton, friends.....	1 31	M. M. Stone, for library.....	20 00
West Boylston, Cong. church.....	3 65	Mrs. F. P. Schools.....	20 00
Whitinsville, Cong. ch., of wh. \$60 for		Mrs. Julia F. Noyes.....	20 00
libraries.....	313 12	Mrs. Horace Holden.....	10 00
Executors of estate of E. W. Fletcher,		Geo. G. Williams.....	10 00
Whitinsville, Mass.....	50 00	Wm. Oothout.....	10 00
S. A. Dudley, for library.....	20 00	R. J. Dodge.....	10 00
RHODE ISLAND.		E. L. Owen.....	10 00
Bristol, Mrs. M. De Wolf Rogers and		D. S. Eggleston.....	10 00
Miss Charlotte De Wolf, for lib's..	40 00	Miss Frances R. Shaw.....	4 00
Little Compton, United church.....	9 28	Capt. Wm. Dollar, bark <i>Northern</i>	
Providence, U. C. C.....	1 00	<i>Queen</i>	5 00
CONNECTICUT.		Capt. C. J. Chester, schr. <i>Wm. C.</i>	
Birmingham, Cong. church and Soc'y	62 56	<i>Isce</i>	2 00
Colchester, 1st Cong. ch. and Soc'y...	12 61	Rhinebeck, Thomas H. Suckley, two	
Connecticut, a friend, for one library,		lib's in name of Rob't B. Suckley,	
balance for general work.....	50 00	\$40.....	100 00
Derby, E. S. Thompson.....	5 00	Rye, R. B. Chapman.....	5 00
Greenville, F. W. Carey, of wh. for		NEW JERSEY.	
lib'y, \$20.....	21 00	East Orange, 1st Pres. S. S., for lib'y.	20 00
Greenwich, 2nd Cong. church.....	32 39	Morristown, South St. Pres. ch., of	
T. A. Mead.....	5 00	wh. \$50 by a lady for "Some-	
T.....	1 00	body's boy," and \$20 from a	
Hartford, from a member of Asylum		friend for "Warren" lib'y.....	311 63
Hill Cong. church.....	5 00	Newark, Mrs. Daniel Price.....	5 00
Milford, Plymouth church.....	22 92	A friend.....	1 00
1st Cong. church.....	19 63	Orange, L. P. Stone.....	100 00
Naugatuck, Cong. church.....	28 75	Passaic, Cash.....	1 00
New London, Betsey A. Copp.....	3 00	GEORGIA.	
North Madison, Cong. church.....	5 27	Bryan County.....	1 00
Norwich, Park Cong. ch. and Soc'y..	77 66	OHIO.	
1st Cong. church.....	25 00	Columbus, Benj. Talbot.....	1 00
Plantsville, Plantsville Cong. ch. S. S.,		Salem, D. A. Allen, for lib'y.....	20 00
for library.....	20 00	ILLINOIS.	
Sherman, Cong. ch. and Soc'y.....	10 00	Chicago, William A. Douglas, for lib..	20 00
Southport, from Frederick Marquand		IOWA.	
Monroe, for library.....	20 00	West Mitchell, G. C. Wallingford.....	1 00
S. S. Cong. church, bal. for lib'y....	8 00	CANADA.	
Stamford, Sarah A. Whitney.....	1 00	Eglinton, Mrs. L., by a friend.....	30 00
Stonington, 2nd Cong. church.....	40 00		
Waterbury, 1st Cong. church.....	54 51		
Wolcottville, Cong. church.....	25 30		



"Cast thy bread upon the waters: for thou shalt find it after many days."—Ecc. II: 1.

From the Illustrated Christian Weekly.

Up On the Yard-Arm.

BY REV. E. A. RAND.

"All ready, Bob? Ship goes to-morrow."

"Yes, sir."

"Trunk packed?"

"Yes, sir."

"Can you walk a rope?"

"Well, father, I strung a rope out in the yard from one fence to the other, and have been trying to walk it. I couldn't go it."

"Well, have you got your sea-legs on, and can you walk a ship's deck?"

"I have been faithfully trying to walk up and down a plank while Ned Abbott see-sawed it, and I thought I did quite well."

Bob's father laughed over his son's "sea-drill," as he called it. This going to sea was really no laughing matter, and Mr. MacGregor knew it. His son Bob was not a positively bad boy, but somehow the bad that was in him was coming forward at a rapid rate and the good was in the background. He was like a railroad train feeling one strong impulse of the steam after another, driving ahead rapidly, but on the wrong track, and there seemed to be neither brake to stop it nor switch to turn it.

"I must bring Bob's train to a standstill and change its course somehow," thought Mr. MacGregor. "And—and—he shall have a taste of salt water. Yes, a whole mouthful! He shall go to sea. That sometimes stops young chaps and sets 'em to thinking."

And now Bob's trunk was packed for the sea, the big, rough, noisy, turbulent sea, there to find out if a mouthful of salt water would stop him.

"And, Bob," said his father once more, "you may meet on shipboard a young fellow by the name of Henry Hunter. He is somewhere on our line of packets. If you have a chance do him a favor, for his father saved my life while I was away at sea once. I got into the water and he went in after me. Tell Henry I spoke about him, and that I want him to do as well as he can and be sure and let rum alone, and I will help him all I can. And there, I wonder if he wouldn't like that?"

Mr. MacGregor took down a "Navigator" from his book-shelves.

"That was given me the other day by the publisher, knowing I was a shipowner, I suppose, and that I might make use of

it among my friends. You have one already, and this, if you see Henry, hand to him. You may not meet him, true, but there will be room in your trunk for it, and you can bring it home again if you don't see Henry."

Bob was elated at the idea of going to sea. Every spare moment he was out in the yard bruising himself in his attempts to walk a rope or stand steady on a sea-sawing plank, and he received several cuts in his hand trying to "swing," as he called it, his sheath-knife. He went on board the *Gypsy* somewhat hilarious over several glasses of ale, presenting himself in "sailor style," as he thought, and making use of the temperance advice with which he went loaded to sea for Henry Hunter's benefit.

"Pooh, who am dis comin'?" queried the old ship's cook, running his big dark eyes and woolly head out of his warm caboose, and eyeing the swaggering Bob, who felt his importance as an "owner's son," and was decked in all the ostentatious sailor-gear possible. "Salt water will take de nonsense out ob dat chap."

By night the *Gypsy* was fairly at sea. Overhead it was cloudy and grim. No stars that night.

"'T would look sort of homelike, as the land lights have all faded," thought Bob, "to have a few stars shine overhead. Wish one star would light up."

Not a star lighted up though for the young sailor. Below it was uneasy, rough; the billows tumbling around and smiting their heads together like a mob gone mad. The wind was blowing fresh and howled all sorts of dismal tunes through the rigging.

"O dear," thought Bob, leaning over the ship's rail, with an indescribable feeling of discomfort in his stomach, "I would like to see the top of father's old hat coming along the back-yard at home."

"Sick, young man? Hab a limun?"

It was the old cook hailing him, and Bob welcomed him joyfully as a desert-traveler sights a fountain.

After a while Bob's sea-sickness was over, and he began to make acquaintances. The crew were a pretty rough set, sea-lions that went on two legs. As Bob was an owner's son a little deference was shown him, and Bob rather enjoyed it. He adapted himself to their ways, and that they enjoyed. There was one young sailor who differed from his shipmates. He always looked trim about his dress, and was trim in his talk, and trim in his habits generally.

"Who's that?" asked Bob of his friend the cook, and pointing out the young sailor.

"Dat?" said Sam, looking up from the heap of potatoes he was slicing for the frying-pan, "dat am Jack. His name am Jack. A sort ob lady's man."

"Isn't he much of a sailor?"

"Yah, but he's mighty 'tickler. He don't swar, an' he don't chewsin', an' he don't drink."

Having defined the term "lady's man," Sam modestly contemplated once more the mysteries of the potatoe-heap before him.

Bob could not be classified as a lady's man, and had quickly proved it. On the Fourth of July one of the men in the forecandle brought out a brandy-flask that he had hidden in his chest, and was treating his mates.

"Have some, Bob?" said Tom Grant, the treater.

"I'm no lady's man," thought Bob, and accepted the invitation.

"Have some, Jack?"

This was an offer made to the trim lady's man. He shook his head.

"No, I thank you."

In a little while Jack passed through the forecandle again, and the offer was repeated.

"No, I thank you," was his reply.

The brandy was now flashing into Bob's brain and threw him off his guard. Sneeringly he cried out,

"He has not cut his mother's apron-string yet."

To be concluded in next Life Boat.

For The Life Boat.

Help from the Hills.

In the town of Pittsfield, N. H., beautifully situated among the mountains of that delightful region, is an Association of girls and boys known as "The Cheerful Workers." This Society, made up from the little folks of the different denominations, have lately gone up, led by a friendly hand, and "looked out upon the sea," where they have seen the great company that go down to the sea in ships and do business in the great waters. And these men exposed to the perils of the sea, and the greater perils from robbers upon the land, they have thought to purpose. So they send from their Treasury \$68 00 in aid of the work of the AMERICAN SEAMEN'S FRIEND SOCIETY. May the blessing of Him who is the confidence of all the ends of the earth and of them that are afar off upon the sea rest upon them!

H.

The Mother's Power.

The writer stood in an honored New England pulpit, addressing mothers. The pastor sat in the desk, with eyes riveted upon the speaker, until unbidden tears turned them downwards. A strange interest and sympathy seemed to pervade the assembly as they listened with rapt attention. The speaker felt that something unusual attached to the audience, though he could not divine what. There were many tearful eyes, a deep, impressive silence, and a thoughtfulness that imparted gravity to almost every face. The service closed, and as I entered the pastor's library near by, in company with him, he broke the painful silence by saying:

"I suppose every one of my congregation thought of my dear boy when you were speaking. For fourteen years a wanderer in the land, God only knows where."

And here emotion put a period to a half-uttered sentence; but the sort of mystery that pervaded the congregation was now solved.

He continued:—

"Last summer he wandered to his home, with consumption fastened upon him in consequence of his vices. The dear boy did not know till he crossed the threshold that his mother survived his leaving home but thirteen months, and went down to her grave with a broken heart. He died in that room," pointing to an adjoining bedroom; "and we think he became a Christian. O, how often he spoke of his precious mother! 'I could never throw off her influence,' he would say. 'Go where I might, the memory of her love and prayers clung to me.' The last word the boy spoke, and it came with a dying whisper, was the word *mother*."

We wept with that father. Whose eyes could refuse to at such a time? And never, never were we so impressed with the magic power of a mother. The son had cast off the restraints of home, and dashed away into the paths of vice, where a father's tenderness seemed scarcely to be remembered; but the mother's had found its way to the deepest recesses of his heart, to assert its power when sin had spent itself in riotous living. But for that mother's power the wanderer would not have been restored nor his soul redeemed. Her influence, like an angelic presence, pursued him year after year. If he sought the retreat of wild companions, it was there. If he plunged deeper down into haunts of revelry, it was there. And if he had made his bed in hell, it would have been there.

The mother in her office holds the key
Of the soul; and she it is that stamps the coin
Of character, and makes the being who would
be a savage

But for her care, a Christian man!
Then crown her Queen of all the world.

"Hearts of Oak."

Lord Nelson called the mariners of England, officers and sailors, "hearts of oak." An incident shows how thoroughly they merited that title of honor. It happened during the bombardment of Algiers by the British fleet under Lord Exmouth. So

calm was the morning of the battle that the British ships were towed into position, beneath the formidable batteries of the Algerines, by manned boats.

The captain of one of the frigates, having been confined for several days to his berth by gout, was waited upon by his officers, just before the engagement began, to receive their orders. To their amazement, he ordered four sailors to carry him up to the center of the quarter-deck.

Having seated himself there, the men attempted to screen him, the ship lying within pistol range of the battery, by placing hen-coops in front. Indignant, he ordered them removed, and seated in his chair, a fair mark for the enemy, he directed the fight. Not until the pirates' stronghold was taken did he permit himself to be carried below.

Just as the last gun was knocked down from the pirates' battery, an incident occurred which showed how loudly those "hearts of oak" respond to a heroic deed, be it friend's or foe's. As the gun was sent flying, the Algerine who had been working it jumped upon the parapet, cursed the Christians, waved his sword thrice round his head, and hurled it on the frigate's deck. Led by their gouty captain, the English sailors gave the brave man three rousing cheers.

Try to Please.

The art of pleasing is one worthy of cultivation by young and old. Says the *Congregationalist*:—"The late George Merriam, the publisher of Webster's Dictionary, whose early life, though spent in poverty, gave token by its diligence, purity, and kindness to his mother, of what a true, noble man he would become, said, when he was an old man,—

"I trace my success in life to a desire to please. To try to please was my great aim; first, my father, and then for his sake my employer. I lived with my mother, and took four or five apprentices to

board with her, and if at the end of the year she came out short, I evened it up."

"The one who tries to please makes many friends, and, therefore, has wide influence. One need never sacrifice principle, but one can always be kind.

"What is the secret of the success of Miss——?"—one of the belles in Washington last winter—we asked of a friend. "She does not appear remarkably intellectual, and she is not very beautiful."

"No," said the person addressed, "but she tries to please people."

"And this was the secret of her being loved."

"Do not Talk to the Man at the Wheel."

One day on a steamer that went through the Sound

I started to see all the sights to be found,
And nearing the wheelhouse, I read very plain
The words which a wise admonition contain,—

"Do not talk to the man at the wheel."

Good folks at their labor to never annoy,—
This maxim I learned when a bit of a boy:
For pilots, and students, and some others, too,
Require all their wits in the tasks they pursue.

"Do not talk to the man at the wheel."

A thousand mis-statements in figures and facts,
And accidents dreadful, or perilous acts,
Would never have been, but for thoughts out of place,

Through idle inquiry, or some prying face.

"Do not talk to the man at the wheel."

A lesson of silence, and patience, and care,
The text on the steamboat, I fancy, may bear;
The need at our toil of a mind undisturbed,
And oft that the tongue should be prudently curbed.

"Do not talk to the man at the wheel."

W. A. W.

American Seamen's Friend Society.

R. P. BUCK, Esq., *President*.

Rev. S. H. HALL, D. D., *Corr. Secretary*.

WILLIAM C. STURGES, Esq., *Treasurer*.

LUTHER P. HUBBARD, Esq., *Financial Agent*.

80 Wall Street, New York.

District Secretary:—

Rev. S. W. HANES, Cong'l House, Boston,

REPORT OF NEW LOAN LIBRARIES

SHIPPED IN DECEMBER, 1880, AND JANUARY AND FEBRUARY, 1881.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to December 1st, 1880, was 6,989; and the reshipments of the same for the same period were 7,108. The number of volumes in these libraries was 385,937, and they were accessible to 274,393 men. Nine hundred and nineteen libraries, with 33,084 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 105,086 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.

DECEMBER, 1880.

During December, 1880, twenty-five new loan libraries were sent to sea from our Rooms at New York and Boston. These were No. 7,069, with Nos. 7,071 to 7,085, inclusive, at New York; and No. 5,481, with Nos. 5,495 to 5,499, inclusive, and Nos. 6,800, 6,801, and 6,803, at Boston. Assignments of these libraries were made as follows:—

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
5481.. Village church, Dorchester, Mass.....	Bark Lydia.....	Whaling.....	27	
5495.. S. S. Cong. church, Marlboro, Mass....	" Zingarilla.....	Coast of Africa....	10	
5496.. Calvinistic church, Fitchburg, Mass., as Farwell Library.....	Schr. Mallee A. Franklin	" "	...	
5497.. S. S. Cong. church, Littleton, Mass.....	Bark Wealthy Pendleton	Australia.....	14	
5498.. Cong. church, Marblehead, Mass.....	Schr. Samuel Gilman...	Coasting.....	7	
5499.. Infant Class S. S. Tabernacle church, Salem, Mass.....	Ship Emily F. Whitney..	San Francisco.....	24	
6800.. Capt. I. Hale, Newburyport, Mass.....	" Independence.....	Valparaiso.....	20	
6801.. High St. church, Lowell, Mass.....	Schr. W. B. McMackie...	Coast of Africa....	7	
6803.. Rev. John Blair, in memoriam, Mans- field, Mass.....	Brig Elbe.....	Honduras.....	8	
7069.. Mrs. Ada M. D. Alexander, Northfield, Mass.....	Bark Edmund Phinney..	Melbourne	16	
7071.. Com. J. W. Nicholson, New York City..	" Auburndale.....	Corunna.....	15	
7072.. "Friends," First Cong. ch., New Lon- don, Conn., for The Old Mansion Lib'y.	Ship Empire.....	Portland, Oregon..	25	
7073.. Jonas M. Libbey, New York City.....	" Big Bonanza.....	San Francisco	26	
7074.. " " " " " ".....	" Merom	Portland, Oregon ..	28	
7075.. " " " " " ".....	" Hagarstown.....	San Francisco.....	28	
7076.. " " " " " ".....	" Dauntless.....	Sydney, N. S. W...	20	
7077.. " " " " " ".....	" Sea Witch.....	Bombay.....	24	
7078.. " " " " " ".....	" Columbus.....	San Francisco.....	30	
7079.. Miss Gray, Boston, Mass.....	" Florida.....	" ".....	30	
7080.. Mt. Hor Mission, Friends, Rochester, N. Y., for the Lewis Hodges Clapp Li- brary.....	Bark Cheshire.....	Honolulu.....	14	
7081.. Children of Dea. S. K. Gilman, Hallo- well, Me., for the Gilman Memorial Li- brary	" William W. Crapo.	Liverpool and East Indies.....	23	

AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
7082..	N. Y. Episcopal Seamen's Mission, New York City.....	Bark Sir Herbert Maxwell.....	Port Natal.....	10
7083..	C. C. Lyman, Hartford, Conn.....	Bark Saranac.....	Cork.....	17
7084..	Miss E. C. Frost, Newburyport, Mass....	Ship Tam O'Shanter....	San Francisco.....	30
7085..	George Kellogg, Hartford, Conn.....	" Clarissa B. Carver.	Hong Kong.....	28

Assignments were made during December, 1880, from new libraries previously sent out, as follows:—

7046..	Mrs. G. B. Grinnell, New York City.....	Bark American Eagle...	Brunswick.....	17
7047..	" " " " " " " ".....	" C. D. Bryant.....	Sydney, Australia.	18
7048..	" " " " " " " ".....	Ship Abbie S. Hart.....	Antwerp.....	28
7049..	" " " " " " " ".....	" H. S. Gregory.....	San Francisco.....	28
7051..	" " " " " " " ".....	" Alexander.....	Amsterdam.....	18

JANUARY, 1881.

During January, 1881, thirty-four new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 7,086 to 7,105, inclusive, at New York; and No. 6,802, with Nos. 6,804 to 6,816, inclusive, at Boston. Assignments of these libraries were made as follows:—

6802..	High St. church, Lowell, Mass.....	Sch. Ezra Maud.....	South Africa.....	7
6804..	Cong. church, Pelham, N. H.....	" Cha's H. Lawrence.	W. Indies.....	9
6805..	Rev. I. Wood and wife, Fitchburg, Mass	Bark Fantea.....	Coast of Africa....	11
6806..	S. S. Cong. church, So. Abington, Mass.	Schr. John H. Krans....	New Orleans.....	10
6807..	Lt. C. H. Keene, Chelsea, Mass.....	" I. R. Talbert.....	W. Indies.....	7
6808..	Cong. church, No. Chelmsford, Mass....	Steamer J. A. Gay.....	Coasting.....	11
6809..	S. S. Cong. church, Oxford, Mass.....	Ship Titan.....	Australia.....	22
6810..	Mr. and Mrs. D. L. Furber, Newton, Mass	Schr. W. H. Ober.....	Baltimore.....	9
6811..	Rollstone church, Fitchburg, Mass.....	— John Shephard.....	Mobile.....	—
6812..	Cong. church, Acton, Mass.....	Brig Elizabeth Winslow.	W. Indies.....	10
6813..	Pilgrim church, Cambridgeport, Mass..	Bark Fanny H. Loring..	" ".....	10
6814..	" " " " " " " ".....	Schr. Frank M. Noyes...	So. America.....	8
6815..	Charlotte De Wolf, Bristol, R. I.....	" Tho's R. Pillsbury.	W. Indies.....	8
6816..	Mrs. M. De W. Rogers, " ".....	Bark Charles Furber....	" ".....	11
7086..	E. B. Stone, New York City.....	" James L. Stone.....	Adelaide, Australia.	14
7087..	S. S. Pres. church, Aurora, N. Y.....	Ship Emily Reed.....	Calcutta.....	25
7088..	Miss F. A. Robbins, Mrs. Geo. Ford and Miss Frances Wright, Kensington, Conn., for the <i>Wright Library</i>	" Franconia.....	San Francisco.....	28
7089..	N. Y. Epis. Sea. Mission, New York City	Schr. Bella Etta.....	Port Alegre.....	7
7090..	S. S. First Pres. ch., E. Orange, N. J....	Ship Kate Davenport....	Portland, Oregon..	20
7091..	Mrs. Clara H. Barber, Windsor, Conn..	" Phineas Pendleton.	Shanghae.....	25
7092..	S. S. First Pres. church, Ithaca, N. Y....	Bark William Hales.....	Adelaide, Australia	15
7093..	S. S. R. D. church, Fifth Ave. and 48th Street, New York City.....	" Lambrith.....	Rio de Janeiro	12
7094..	Mrs. Anna H. Perkins, New London, Ct.	" Quickstep.....	Shanghae.....	15
7095..	S. S. R. D. church, Fifth Ave. and 48th Street, New York City.....	Ship Iceberg.....	Melbourne.....	20
7096..	S. S. Cong. church, Kensington, Conn..	" Palmyra.....	Portland, Oregon..	24
7097..	" Lyons," New York City.....	" George Peabody.....	San Francisco.....	28
7098..	David A. Allen, Salem, O.....	" Thomas Dana.....	" ".....	25
7099..	Second Cong. ch., Millbury, Mass.....	" Twilight.....	Sydney, N. S. W....	30
7100..	S. S. Cong. church, Greeneville, Conn....	" Sea King.....	San Francisco.....	28
7101..	Arthur Rowe Pollock, Brooklyn, N. Y..	Bark Abiel Abbott.....	Cape of Good Hope	12
7102..	" A Hand to Jack," New York City.....	Brig Carib.....	Truxillo.....	10
7103..	S. S. R. D. ch., Harlem, " ".....	Bark Nehemiah Gibson.	Anjier, E. I.....	13
7104..	Mrs. Ellen M. Dabney, W. Philadelphia, Pa.....	Ship Titan.....	Australia.....	22
7105..	William A. Douglass, Chicago, Ill.....	" Paul Revere.....	Yokohama.....	25

QUARTERLY LOAN LIBRARY REPORT.

Assignments were made during January, 1881, from new libraries previously sent out, as follows:—

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
7053.	Mrs. C. C. Colgate, New York City, in memoriam Charles C. Colgate.....	Bark Schamyl.....	Port Elizabeth.....	12
7054.	Mrs. C. C. Colgate, New York City, in memoriam Charles C. Colgate.....	" Oneco.....	New Orleans.....	14
7055.	S. S. Central Bap. ch., Middleborough, Mass.....	Ship Sooloo.....	Manilla, E. I.....	20
7056.	Miss S. Sparrow, E. Orleans, Mass.....	" L. Schepp.....	San Francisco....	30
7057.	S. S. Cong. church, Barrington, R. I....	Bark Gemsbok.....	Zanzibar.....	17
7058.	Mary F. and Margaret J. Cushman, Troy, N. Y., for the <i>Mary and Margaret Lib'y</i>	Ship Samuel Watts.....	San Francisco.....	30
7059.	S. S. Cong. church, Bristol, Conn.....	Bark Gleacida.....	Havre.....	12
7060.	Mrs. A. Ludlow Case, Newport, R. I....	" Ridgeway.....	Sydney.....	18
7062.	Jonas M. Libbey, New York City.....	U. S. S. Yantic.....	— — — — —	130
7063.	Mrs. W. C. Sterling, Poughkeepsie, N. Y.	Bark Alice.....	Rio de Janeiro, S. A.	12
7065.	Miss Abby W. Turner, Randolph, Mass.	" Sarah Hobart.....	Cape of Good Hope	14
7066.	Mrs. Geo. N. Mitchell, Rochester, N. Y..	" I. Sargent.....	" " "	15
7067.	E. N. Collier, New Brunswick, N. J.....	" Evie J. Ray.....	Java.....	14
7068.	Mary E. De Witt.....	Ship Hoogley.....	Shanghai.....	23
7070.	Nathan Stephens, Brooklyn, N. Y.....	Bark Lottie Moore.....	Maulmain, E. I....	16

FEBRUARY, 1881.

During February, 1881, twenty-eight new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 7,106 to 7,126, inclusive, at New York; and Nos. 6,817, 6,818, 6,820, 6,821, 6,822, 6,824, and 6,826, at Boston. Assignments of these libraries were made as follows:—

6817..	S. S. Cong. church, Springfield, Vt.....	Bark Woodside.....	Buenos Ayres.....	12
6818..	No. Ave. church, Cambridge, Mass.....	Three Mast Schr. Elm City.....	Baltimore.....	9
6820..	“ “ “ “	U. S. Revenue Cutter Hamlin.....	Cruising.....	11
6821..	Mrs. Rufus Moore, Groton, Mass., <i>in memoriam</i>	Brig Alida.....	Halifax, N. S.....	8
6822..	Cheerful Workers, Pittsfield, N. H.....	Three Mast Schr. Chas. Starritt.....	W. Indies.....	8
6824..	“ “ “ “	U. S. Receiving Ship Wabash.....	_____	150
6826..	“ “ “ “	Do. do. do.....	_____	150
7106..	S. S. Cong. church, Southport, Conn....	Ship E. W. Stetson.....	Havre.....	20
7107..	S. A. Dudley, Whitinsville, Mass.....	“ Sovereign of the Seas.....	San Francisco.....	30
7108..	Andrew Pierce, Clifton Springs, N. Y....	Bark Genoa.....	Buenos Ayres.....	14
7109..	Frederick Marquand Monroe, Southport, Conn.....	Ship Centennial.....	San Francisco.....	28
7110..	Robert B. Suckley, Rhinebeck, N. Y....	Bark St. Mary.....	Valparaiso.....	15
7111..	“ “ “ “	Ship Galatea.....	Rio de Janeiro.....	25
7112..	F. W. Carey, Greeneville, Conn.....	“ Highland Light.....	Guayamas.....	21
7113..	S. T. Gordon, New York City.....	Bark Florella.....	Genoa & Leghorn.....	15
7114..	J. W. Hamersley, New York City.....	Ship Sachem.....	San Francisco.....	25
7115..	“ “ “ “	Bark Howard.....	Melbourne.....	15
7116..	“ “ “ “	“ James A. Wright... ..	San Diego.....	15
7117..	“ “ “ “	Ship Grecian.....	San Francisco.....	28
7118..	Simeon Lester, New Rochelle, N. Y....	Bark Abbie Carver.....	Hong Kong.....	14
7119..	J. W. Hamersley, New York City.....	“ Nereid.....	Valparaiso.....	14
7120..	“E” Library, “ “ “ “	“ Lizzie.....	E. London, Africa.....	12
7121..	Willie Sanger Lib'y, “ “ “ “	“ Calcutta.....	St. Nazairo.....	18

QUARTERLY LOAN LIBRARY REPORT.

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
7122..	Mary M. Stone, New York City.....	Ship James Drummond.	San Francisco.....	30
7123..	S. S. Cong. church, Plantsville, Conn. .	" Nancy Pendleton..	Yokohama.....	25
7124..	Cong. ch. and Soc'y, Whitinsville, Mass	" Aurora.....	Valparaiso.....	25
7125..	" " " " " "	" J. V. Troop.....	Europe.....	25
7126..	" " " " " "	Bark Gen. Fairchild....	San Francisco.....	25

During February, 1881, fifty loan libraries, previously sent out, were reshipped from our Rooms at New York and Boston, as follows:—

No. 1,926,	No. 3,833,	No. 4,808,	No. 5,188,	No. 5,747,	No. 6,034,	No. 6,383,	No. 6,603,	No. 6,901,
" 2,780,	" 4,187,	" 4,934,	" 5,240,	" 5,759,	" 6,045,	" 6,435,	" 6,608,	" 6,927,
" 3,497,	" 4,263,	" 4,943,	" 5,232,	" 5,790,	" 6,048,	" 6,465,	" 6,619,	
" 3,523,	" 4,311,	" 5,027,	" 5,427,	" 5,846,	" 6,083,	" 6,469,	" 6,768,	
" 3,576,	" 4,380,	" 5,141,	" 5,532,	" 5,863,	" 6,205,	" 6,505,	" 6,780,	
" 3,637,	" 4,641,	" 5,175,	" 5,608,	" 5,961,	" 6,270,	" 6,568,	" 6,786,	

SUMMARY.

<i>New Libraries Issued in Dec., 1880—25</i>	<i>Libraries Reshipped in Dec., 1880—42</i>
“ “ <i>Jan., 1881—34</i>	“ “ <i>Jan., 1881—40</i>
“ “ <i>Feb., “ —28</i>	“ “ <i>Feb., “ —50</i>
—	—
87	132

THE SOCIETY'S LOAN LIBRARIES for seamen contain on an average, thirty-six volumes, always including the HOLY BIBLE,—unless it is found, upon inquiry, that the vessel upon which the library is placed, is already supplied with it. Accompanying the Bible are other carefully chosen religious books, and a choice selection of miscellaneous volumes. When sent from the Society's Rooms, they are put upon sea-going vessels, in neat cases, at an expense of twenty dollars each, in the name of the contributor. After they have been read on shipboard, they come back to our Rooms, for refitting and reshipment, or may be exchanged between different vessels at sea, or in foreign ports. We send fifty copies of the LIFE BOAT, monthly, for one year, postage paid, to every Sunday-School contributing a library with all intelligence received of the whereabouts and work of each. And we mail, quarterly, a statement in regard to every new library sent out during the previous three months, to the address of each donor of the same.

THESE LOAN LIBRARIES have led hundreds of seamen to the Savior of sinners. Individual sailors, entire crews, and very many officers have been made Christians by this agency.—The faith of Christian seamen is fed and quickened by these books.—Their use by individuals, and in meetings for religious service at sea, has been instrumental in promoting the observance of the Sabbath.—They inform and elevate the sailor, mentally.—Relieving the tedium of sea-life, they take the place of indifferent and vile publications.—They change sailors' habits, discouraging profanity and obscenity, and inducing temperance and chastity.—*As an issue of these results, a ship's discipline is improved by a library,—safety of life and property is increased, and voyages become, in every way, more certain and profitable.*

To send out a Library, enclose twenty dollars, in check, post office money-order, or in other safe way, to order of Treasurer American Seamen's Friend Society, 80 Wall Street, New York, N. Y. Give the name and post office address of the contributor, and an assignment of a new library, with the name of the vessel upon which it is placed, destination, &c., will be made, and notice thereof sent to the donor.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York, N. Y., U. S. A.

ORGANIZED, MAY, 1838. INCORPORATED, APRIL, 1833.

The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars, at one time, a LIFE MEMBER. The payment of One Hundred Dollars, or of a sum which in addition to a previous payment makes One Hundred Dollars, makes a LIFE DIRECTOR. The SAILORS' MAGAZINE is sent, when asked for, gratuitously, to Life-Members and Life-Directors, upon annual request for the same. It is also sent, gratuitously, to pastors of churches which take a yearly collection for the Society.

Form of a Bequest.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he at the same time declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

Loan Libraries For Ships.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, New York, and at the Congregational House, Boston, Mass., at the shortest notice.—Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York City Bible-Society, 7 Beekman Street.

Twenty dollars contributed by any individual or Sabbath-school, will send a library to sea, in the name of the donor.

Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, MASS., Salem and Bennet Sts.	Boston " " "	B. F. Jacobs.
PHILADELPHIA, PA. 423 South Front St.	Penn. " " "	C. F. Bowman.
WILMINGTON, N. C. Front & Dock Sts.	Wilm. " " "	Capt. J. F. Gilbert.
CHARLESTON, S. C.	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.	" " " "	David Swannack.
HONOLULU, S. I.	Honolulu " " "	E. Dunscombe.
NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane, (Colored).....	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St ...	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court	Ladies' Br. N. B. P. S.	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....	" " " "	Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 2 ^d St.	" " " "	" " " "

Mariners' Churches.

Location.	Sustained by	Minist'rs.
NEW YORK, Catharine, cor. Madison..	New York Port Society...	Rev. E. D. Murphy.
Foot of Pike Street, E. R.	Episcopal Miss. Society....	" Robert J. Walker.
No. 365 West Street, N. R.	" " " "	" T. A. Hyland.
Open air Service, Coenties Slip....	" " " "	" Isaac Maguire.
Oliver, cor. Henry Street	Baptist.....	" J. L. Hodges, D. D.
Cor. Henry and Market streets...	Sea & Land. Presbyterian..	" E. Hopper, D. D.
BROOKLYN, Van Brunt, n. President St.	Am. Sea. Friend Society...	" E. O. Bates.
" Navy Yard.....	" " " "	" T. D. Williams.
BUFFALO	" " " "	" P. G. Cook.
ALBANY, Montgomery Street.....	Methodist.....	" " " "
BOSTON, North Square.....	Boston Port Society.....	" Cyrus L. Eastman.
Cor. Commercial and Lewis Sts....	Baptist Bethel Society.....	" H. A. Cooke.
Parmenter Street.....	Episcopal.....	" J. P. Pierce.
PORTLAND, ME., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	" F. Southworth.
PROVIDENCE, R. I., 52 Wickenden St..	Prov. Sea. Friend Society..	" J. W. Thomas.
NEW BEDFORD.....	New Bedford Port Society.	" J. D. Butler.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian.....	" " " "
Cor. Moyamensing and Washing- ton Avenues	Methodist.....	" William Major.
Catharine Street.....	Episcopal.....	" W. B. Erben.
Front Street, above Navy Yard...	Baptist.....	" P. Frayne.
Port Missionary, 1420 Chestnut St.	" " " "	" E. N. Harris.
BALTIMORE, cor. Alice & Anna Sts....	Seamen's Un. Bethel Soc'y.	" Chas. McElfresh.
Cor. Light and Lee Streets.....	Baltimore S. B.	" R. R. Murphy.
NORFOLK	American & Norfolk Sea. } Friend Societies. }	" E. N. Crane.
WILMINGTON, N. C.	Wilmington Port Society...	" James W. Craig.
CHARLESTON, Church, n. Water St....	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
SAVANNAH.....	" " " "	" Richard Webb.
MOBILE, Church Street near Water...	" " " "	" " " "
NEW ORLEANS.....	Amer. Sea. Friend Soc'y...	" L. H. Pease.
SAN FRANCISCO, Cal.	" " " "	" J. Rowell.
" " " "	Chaplain Sailors' Home....	" E. A. Ludwick.
PORTLAND, Oregon.....	Amer. Sea. Friend Soc'y...	" R. S. Stubbs.

AMERICAN SEAMEN'S FRIEND SOCIETY, 80 Wall Street, New York, N. Y., U. S. A.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

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Vice-President.

Rev. S. H. HALL, D. D., *Corr. Secretary.*

WILLIAM C. STURGES, *Treasurer.*

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OBJECTS AND METHODS OF THE SOCIETY.

- 1.—To improve the condition of seamen in every possible respect, and to SAVE THEIR SOULS.
- 2.—To sanctify commerce, and make it every where serve as the handmaid of Christianity.

1.—The preaching of the Gospel by missionaries and chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its chaplaincies in the United States, the Society has its stations in JAPAN, the SANDWICH ISLANDS, GERMANY, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, and also upon the LABRADOR COAST, N. A., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications is gratuitously furnished to chaplains and missionaries for distribution among seamen and others.—The Society also publishes the LIFE BOAT, for the use of Sabbath-schools.

3.—The provision of LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated, as far as possible. The whole number of new libraries sent out by the Society, up to December 1st, 1880, is 6,989, containing 885,937 volumes. Calculating 7,108 reshipments, they have been accessible to more than 274,393 men. Over twelve hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sunday-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. Thousands of American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c. The SAILORS' HOME, 190 Cherry Street, New York, is the property and under the direction of the Society. It was opened in 1842, reconstructed, refurnished, and reopened in 1880, and is now unsurpassed by any SAILORS' HOME in the world. It has accommodated over 96,000 boarders, and has saved to seamen and their relatives, \$1,500,000. Its moral and religious influence cannot be fully estimated, but very many seamen, (not less than one hundred, since January, 1880,) have there been led to Christ. Shipwrecked sailors are constantly provided for at the HOME. A missionary of the Society is in attendance, and religious meetings are held on week day evenings.